



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

RYE

FAIRFIELD

HUDSON VALLEY

LONG ISLAND

TRAFFIC ACCESS & IMPACT STUDY

Residential Development 147 Daniels Farm Road Trumbull, Connecticut



October 2017



RYE

FAIRFIELD

HUDSON VALLEY

LONG ISLAND

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

TRAFFIC ACCESS & IMPACT STUDY

Residential Development 147 Daniels Farm Road Trumbull, Connecticut

PROJECT STAFF

Michael A. Galante
Managing Principal

Mohamed El Saadani
Principal Engineer/Transportation

Steven T. Cipolla
Associate/Transportation

Donovan C. Gordon
Computer Graphics Specialist



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

MICHAEL A. GALANTE
MANAGING PRINCIPAL

DAVID H. STOLMAN
AICP, PP, PRINCIPAL

41 RUANE STREET
FAIRFIELD
CONNECTICUT 06824
203 255-3100
FAX: 203 254-2139

RYE, NEW YORK
914 967-6540

HUDSON VALLEY
845 297-6056

LONG ISLAND
516 364-4544

www.fpclark.com

email@fpclark.com

October 17, 2017

Daniels Farm Estates, LLC
c/o Stephen R. Bellis
475 Whitney Avenue
New Haven, Connecticut 06511

Subject **Traffic Study – Proposed Residential Development – 147
Daniels Farm Road, Trumbull, Connecticut**

Dear Mr. Bellis:

We are pleased to submit this Traffic Impact & Access Study for the proposed residential development comprising 32 single-family homes. The parcel of land is located along the westerly side of Daniels Farm Road between Vista Place and Ward Place.

The following sections describe existing conditions on adjacent roadways, current and future traffic volumes, site traffic generation, site access considerations, accident history and the potential impacts to Daniels Farm Road in the immediate vicinity of the subject property frontage.

Project Description

The proposal is to remove one single-family home and construct a private access roadway to serve 32 single-family homes. It is located on the westerly side of Daniels Farm Road in Trumbull, Connecticut. Each home will have an individual driveway and garage to the new internal roadway. For the purposes of completing this traffic analysis it is assumed the development will be approved, constructed and fully occupied by the end of 2019.

Roadways

Daniels Farm Road is a north-south, two-lane, State-maintained, roadway providing access to the site. It is designated State Route 734 in the vicinity of the site. The roadway begins to the south at the signalized intersection of Church Hill Road and White Plains Road, both which are designated as State Route 127. It continues in a northerly direction past the subject property and over State Route 25 to the north.

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Daniels Farm Estates, LLC

c/o Stephen R. Bellis

Page 2

October 17, 2017

Daniels Farm Road continues as a north-south, two-lane, Town-maintained roadway north of the State Route 25 northbound on-and off-ramps.

Along the site frontage Daniels Farm Road provides one travel lane in each direction, a double yellow centerline and white shoulder lines. The travel lanes measure approximately 12-feet, plus provide shoulders of one foot. There are sidewalks along the easterly side of the road for the entire segment of Daniels Farm Road. The posted speed limit is 30 miles per hour on this roadway in the vicinity of the site. Southwest of the site frontage there is a sharp curve on Daniels Farm Road, with a posted warning reduce speed sign of 20 miles per hour and flashing warning lights.

Ward Place, located immediately south of the subject, serves a residential neighborhood. It includes asphalt curbs and absent of any pavement markings or parking restrictions. The road is controlled by a STOP sign on its approach to Daniels Farm Road

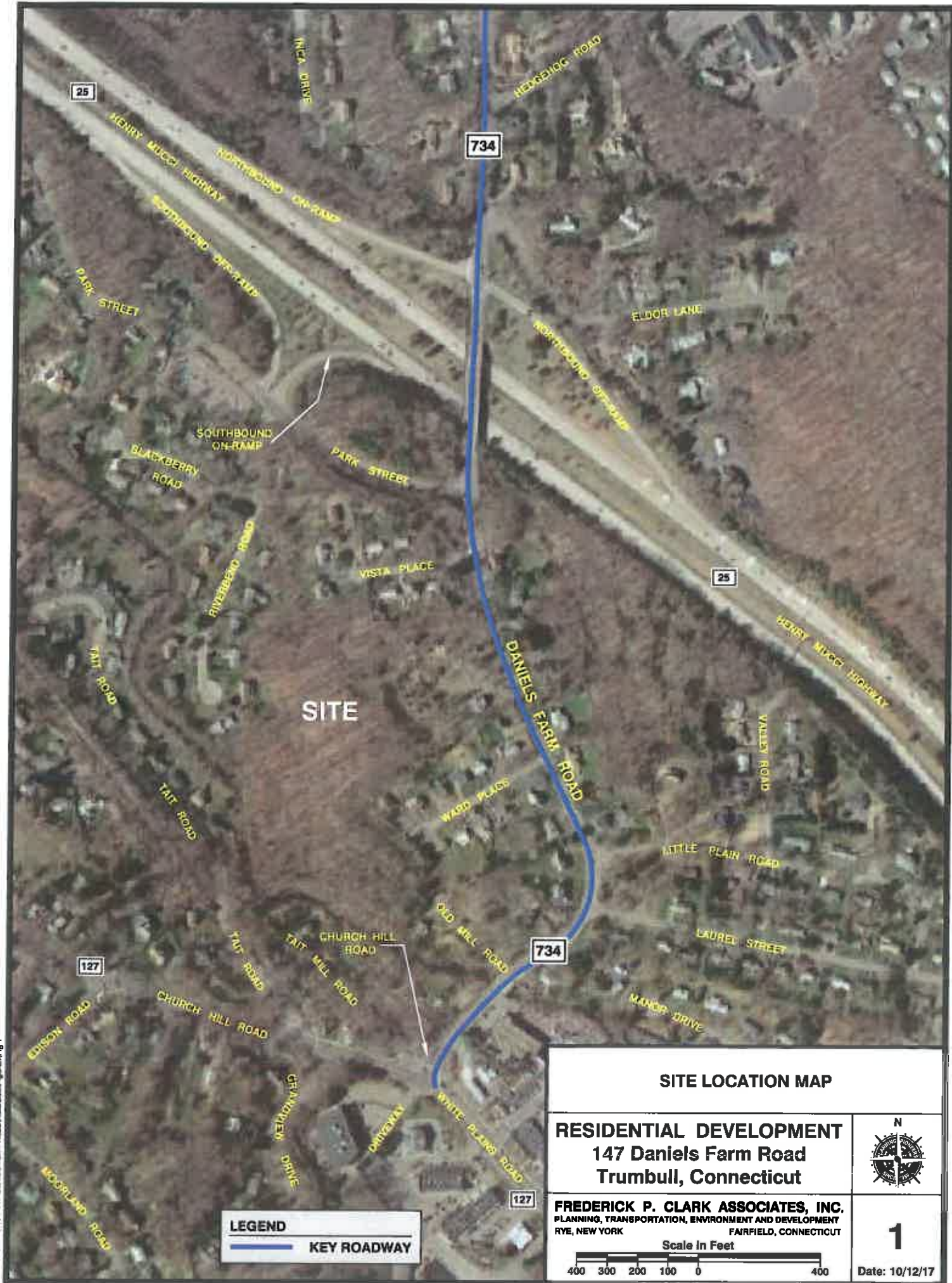
Vista Place, located immediately north of the subject property, is very similar in character to Ward Place. It terminates in a cul-de-sac and serves a residential neighborhood. There are no curbs or pavement markings along this roadway. The road is controlled by a STOP sign at its approach to Daniels Farm Road.

Figure 1 provides a graphic illustration of the site's location in relation to the Study Area roadways. Figure 2 provides the current street system characteristics in the vicinity of the site.

Traffic Volumes

To identify current traffic volumes on Daniels Farm Road representatives of Frederick P. Clark Associates, Inc. installed an automatic traffic recorder (ATR) on this road in the immediate vicinity of the subject property frontage, just south of Vista Place. This ATR was installed for a period beginning Monday, September 25 through Monday, October 2, 2017. The counts were conducted when Schools were open and during appropriate weather conditions.

The ATR identified the daily traffic volume for a typical day, and specifically Thursday, September 28, 2017 as 11,265 vehicles. The northbound traffic flow was found to be 5,873 and the southbound traffic flow was 5,392 vehicles.



SITE LOCATION MAP

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut



FREDERICK P. CLARK ASSOCIATES, INC.
 PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
 RYE, NEW YORK
 FAIRFIELD, CONNECTICUT

1

Date: 10/12/17

LEGEND






 **KEY ROADWAY**

Scale in Feet

400 300 200 100 0 400



LEGEND

-  TRAFFIC LANE
-  STOP SIGN
-  TRAFFIC SIGN
-  SIDEWALK
-  00 MPH SPEED LIMIT

CURRENT STREET SYSTEM CHARACTERISTICS

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT



2

Date: 10/12/17



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Daniels Farm Estates, LLC

c/o Stephen R. Bellis

Page 3

October 17, 2017

This data indicates that the weekday morning peak hour occurred between 7:00 and 8:00 A.M., with a two-way volume of 775 vehicles. The northbound traffic flow was found to be 392 vehicles and the southbound traffic flow was 383 vehicles. The weekday afternoon peak hour was identified as 5:00 to 6:00 P.M., with 593 vehicles traveling northbound and 503 vehicles traveling southbound for a total of 1,096 vehicles.

Figure 3 graphically illustrates the hourly and directional traffic volumes on Daniels Farm Road along the site frontage. It identifies a weekday morning commuter peak hour and again, although at a higher volume, the weekday afternoon peak hour. Throughout the day the volumes are approximately 5 to 50 percent lower between 9:00 A.M. and 4:00 P.M.

Based on the results of the traffic counting program, the peak hour volumes were identified, as noted above, and graphically illustrated in Figure 4 for the weekday morning and weekday afternoon peak hours. The field sheets and raw data are included in the Appendix of this report.

Accident Experience

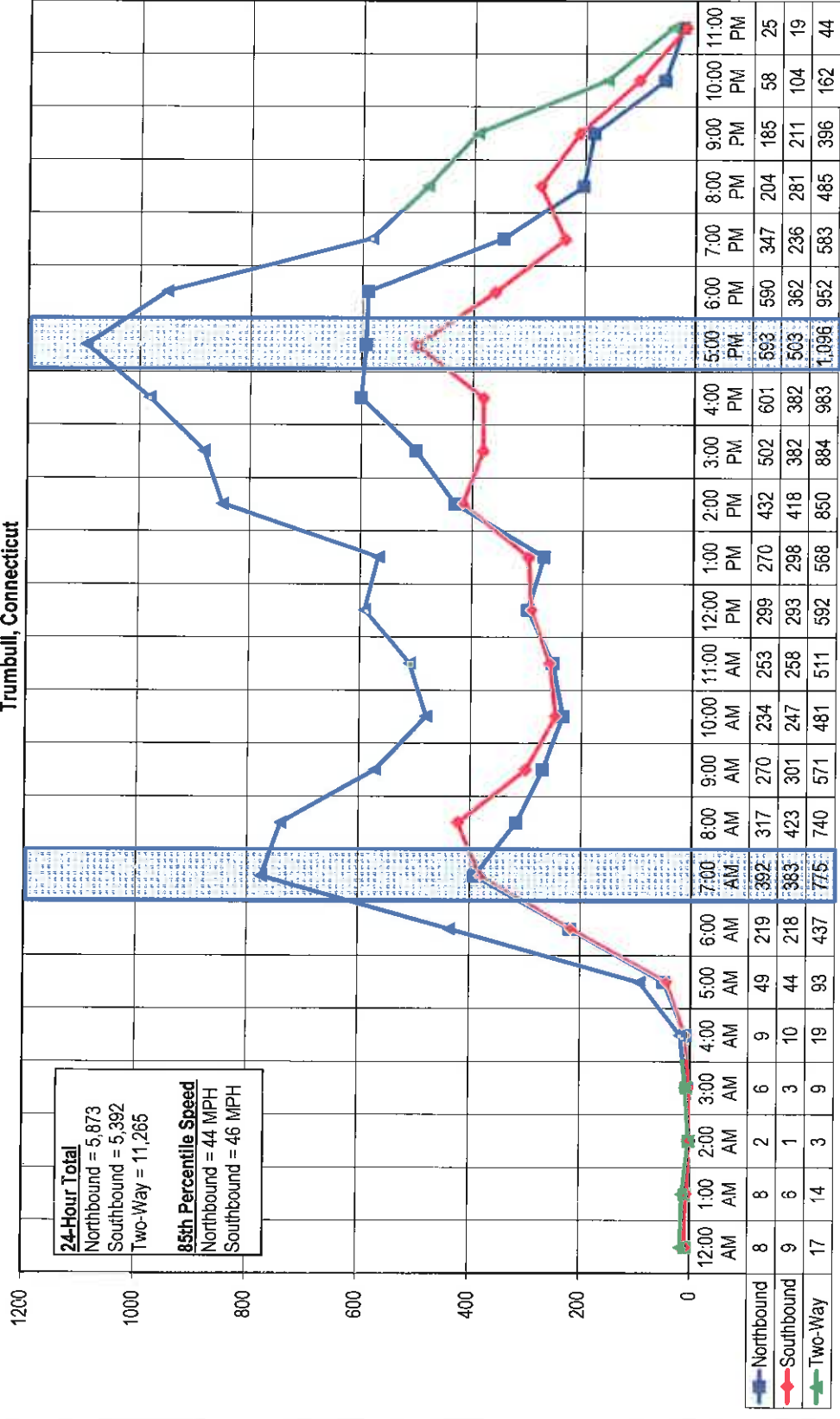
Accident data was obtained from ConnDOT for a period beginning January 1, 2014 through December 31, 2014 and from the UCONN Crash Data Repository (a new format and process) for a period beginning January 1, 2015 through December 31, 2016 for Daniels Farm Road (State Route 734) in the immediate vicinity of the subject property frontage. Overall, accident data was obtained for a 3-year period.

For Daniels Farm Road (State Route 734), between Ward Place and Vista Place, there was one reported accident during this three-year period. Data indicates that the accident was limited to property damage. The collision type was a rear-end collision with a contributing factor of driver inattention. It was found that the accident occurred during daylight hours and on wet road conditions. Table 1 provides a more detailed summary of the accident data. The accident data obtained from both ConnDOT and the Connecticut Crash Data Repository is included in the Appendix of this report.

2019 No-Build Traffic Volumes

To analyze a future traffic condition, the 2017 traffic volumes described above were expanded to reflect a 2019 no-build condition. An annual growth rate of two percent per year was employed to

TWO-WAY HOURLY TRAFFIC VOLUMES - THURSDAY, SEPTEMBER 28, 2017
DANIELS FARM ROAD, SOUTH OF VISTA PLACE
 Residential Development
 147 Daniels Farm Road
 Trumbull, Connecticut



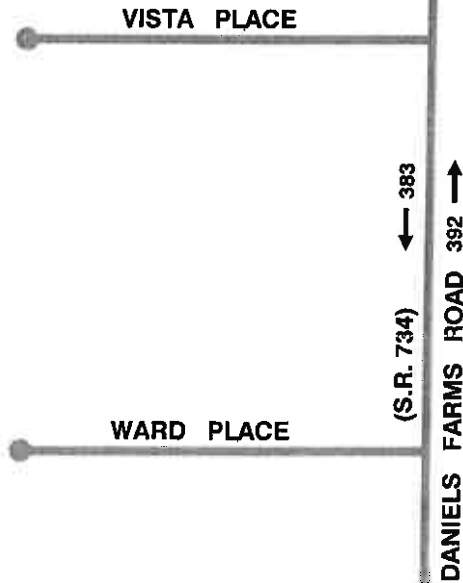
Source: Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Monday, September 25 to Monday, October 2, 2017

Frederick P. Clark Associates, Inc.
 October 2017

Figure 3

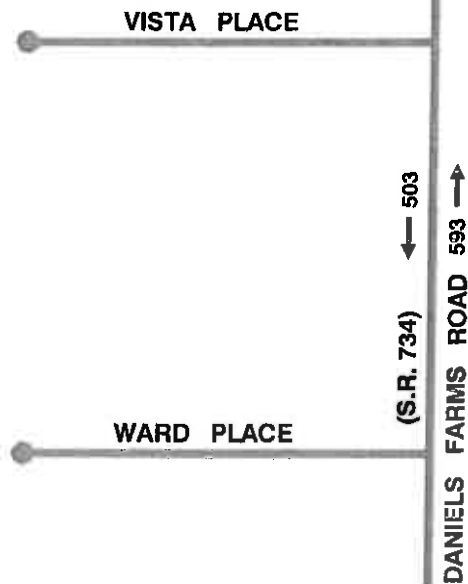
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



Note: Two-way hourly traffic volumes from Automatic Traffic Recorders conducted by Frederick P. Clark Associates, Inc. from Monday, September 25 to Monday, October 2, 2017.

2017 EXISTING TRAFFIC VOLUMES

**RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut**



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

4

Not to Scale

Date: 10/12/17

Table 1
 ACCIDENT EXPERIENCE SUMMARY – STATE ROUTE 734
 Residential Development
 147 Daniels Farm Road
 Trumbull, Connecticut

ACCIDENT CHARACTERISTICS	STATE ROUTE 734	
	Between Ward Place and Vista Place	
	Total	%
Year		
▪ 2014	0	0
▪ 2015	1	100
▪ 2016	0	0
▪ Total	1	100
Accident Severity		
▪ Property Damage	1	100
▪ Injury	0	0
Collision Type		
▪ Rear-end	1	100
Contributing Factor		
▪ Driver Inattention	1	100
Light Condition		
▪ Daylight	1	100
Surface Condition		
▪ Wet	1	100
Weather Conditions		
▪ Clear	1	100

Source:

- 1) Connecticut Department of Transportation from January 1, 2014 to December 31, 2014
- 2) Connecticut Crash Data Repository from January 1, 2015 to December 31, 2016.

Notes:

- 1) January 1, 2014 to December 31, 2016 is the latest three full years of accident data available.
- 2) The 2015 accident data follows the new Connecticut Uniform Police Report. The collision type was determined using the manner of crash/collision impact and the accident diagram. For weather conditions, no adverse was replaced with clear.

Frederick P. Clark Associates, Inc.

G:\746.001 147 Daniels Farm Road\Word\df17-001.stc.docx
 9/25/17

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Daniels Farm Estates, LLC

c/o Stephen R. Bellis

Page 4

October 17, 2017

2019 to represent the future traffic volumes. The future 2019 projected traffic volumes are graphically illustrated in Figure 5 for the weekday morning and weekday afternoon peak hours.

Based on the discussions with the Town Planning Department, there is one other planned development at 965 White Plains Road which is included in the no-build condition. Traffic for this development is accounted for based on its traffic study. Figure 6 graphically illustrates the other development traffic volumes for the weekday morning and weekday afternoon peak hours.

Future 2019 no-build traffic volumes are graphically illustrated in Figure 7 for the weekday morning and weekday afternoon peak hours and include the projected traffic volumes and other development traffic volumes.

Estimation of Site Traffic Generation

A development of this type and size, which includes 32 single-family homes, is estimated to generate a total of 32 and 38 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. These site traffic estimates are based on trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 9th Edition, 2012. Table 2 provides a more detailed breakdown of entering and exiting traffic patterns for both the weekday morning and weekday afternoon peak hours.

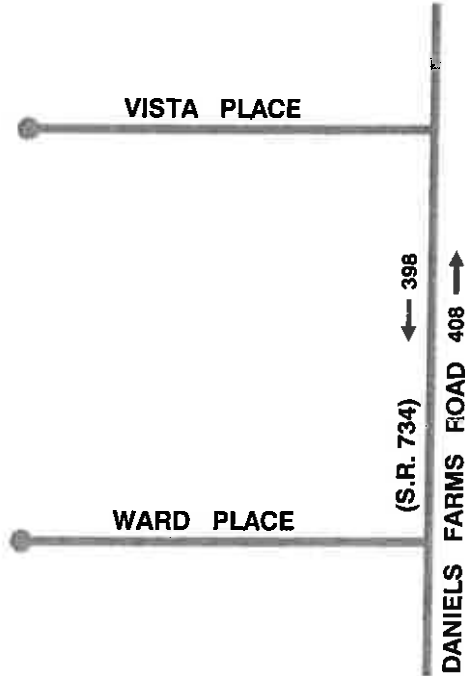
Site Access Considerations

The proposal is to construct an access road from Daniels Farms Road to serve the 32 single-family homes. The new proposed access roadway will function as a two-lane, two-way, roadway and will provide appropriate sight lines in both directions.

As part of the traffic counting program and the installation of the ATR, as noted above, the 85th percentile speed of motorists traveling on this road was recorded for over seven days. Based on the results of this speed analysis it was determined that the 85th percentile speed of motorists traveling in the northbound and southbound directions were 44 and 46 miles per hour, respectively. Although the posted speed limit is 30 miles per hour the higher speed is used in this analysis to be conservative and to address the methodology used by ConnDOT to provide the greatest intersection sight distance, when appropriate and available.

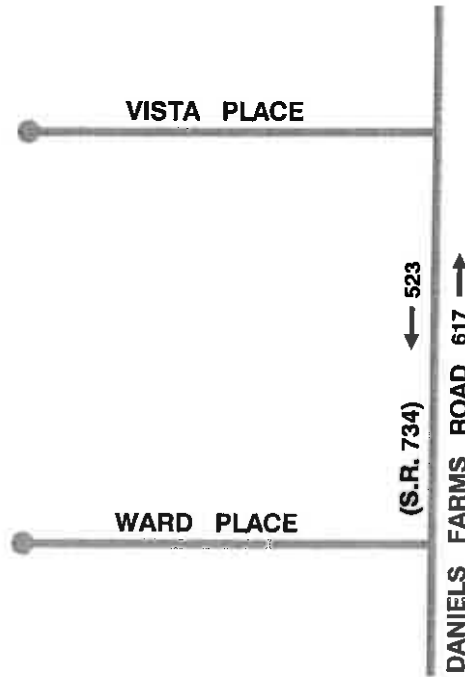
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



Note: An annual growth rate of two percent was employed to the horizon year 2019.

2019 PROJECTED TRAFFIC VOLUMES

**RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut**



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

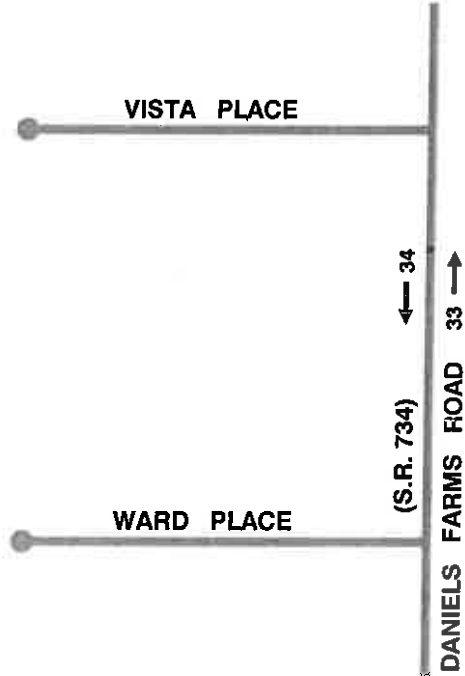
5

Not to Scale

Date: 10/12/17

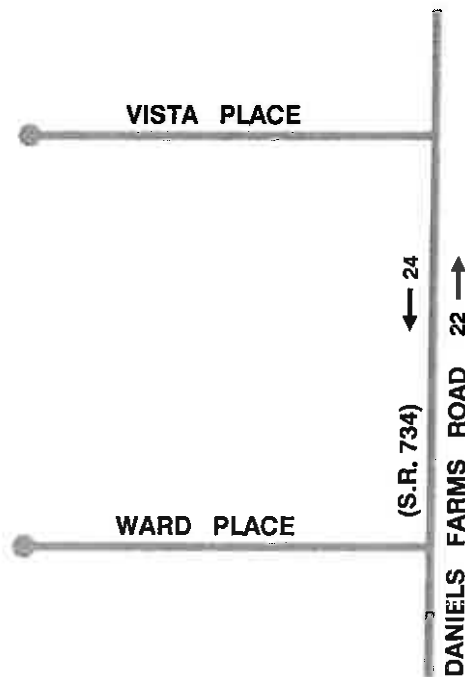
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



Note: Other Developments include:

- Proposed Retail, 965 White Plains Road, Traffic Study prepared by F.A. Hesketh & Associates, Inc. dated May 3, 2016.

OTHER DEVELOPMENTS TRAFFIC VOLUMES

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

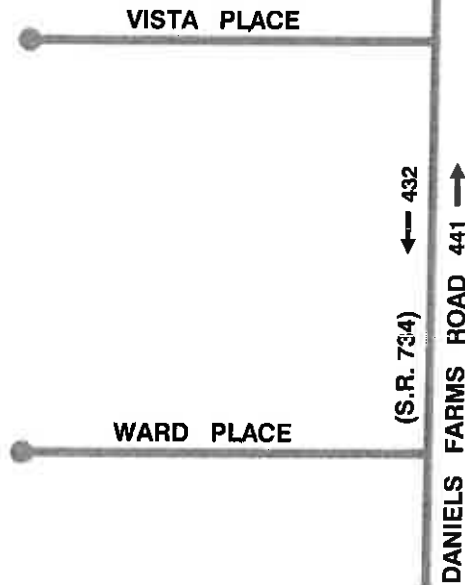
6

Not to Scale

Date: 10/12/17

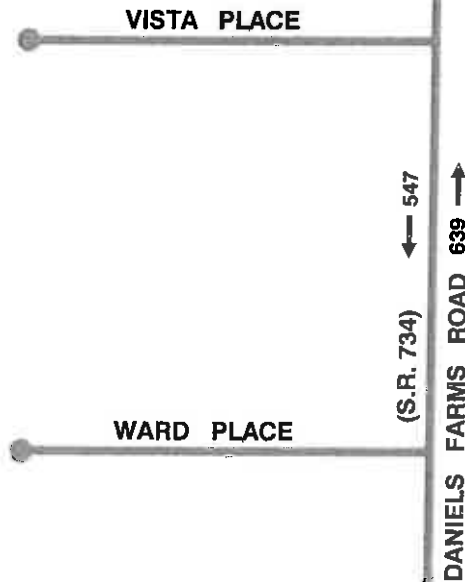
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



Note: The 2019 No-Build Traffic Volumes include the 2019 Projected Traffic Volumes and the Other Developments Traffic Volumes.

2019 NO-BUILD TRAFFIC VOLUMES

**RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut**



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

7

Not to Scale

Date: 10/12/17

Table 2
SITE TRAFFIC GENERATION – PEAK HOURS
 Residential Development
 147 Daniels Farm Road
 Trumbull, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
Single-Family Detached Housing	32 Dwelling Units	Enter	8	24
		Exit	<u>24</u>	<u>14</u>
		Total	32	38

Source: "Trip Generation," 9th Edition, published by the Institute of Transportation Engineers (ITE), 2012 using Single-Family Detached Housing, Code #210 Fitted Curve Equation.

Frederick P. Clark Associates, Inc.
 G:\746.001 147 Daniels Farm Road\Word\df17-002.stc.doc
 10/10/17

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Daniels Farm Estates, LLC

c/o Stephen R. Bellis

Page 5

October 17, 2017

For the 46 miles per hour speed noted above, an intersection sight distance (ISD) of 512 feet is needed in both directions. Based on the Line of Sight Plan and Profile prepared by Spath-Bjorklund Associates, Inc. dated September 27, 2017, the available ISD is 512 feet, which meets the ConnDOT required ISD for the 85th percentile operating speed. Table 3 provides a more detailed summary of the analysis completed for intersection sight distance at the location of the proposed access roadway.

Distribution and Assignment of Site-Generated Traffic

Based on an evaluation of current traffic patterns on Daniels Farm Road and knowledge of the area, distribution patterns were developed for both the weekday morning and weekday afternoon peak hours.

During the weekday morning peak hour, it is estimated that 50 percent of the site generated traffic will arrive from and depart to both the north and south on Daniels Farm Road. During the weekday afternoon peak hour, it is estimated that 46 percent of the site generated traffic will arrive from and depart to the north on Daniels Farm Road and the remaining 54 percent will arrive from and depart to the south. This distribution and assignment for site traffic is graphically illustrated in Figure 8 for the weekday morning and weekday afternoon peak hours. Figure 9 graphically illustrates the site traffic generation and assignment based on the site traffic the distribution patterns described above for the weekday morning and weekday afternoon peak hours.

2019 Build Traffic Volumes

Figure 10 illustrates the build traffic volumes for the weekday morning and weekday afternoon peak hours, which include the site traffic generation added to the no-build traffic volumes, both which were described previously in this report.

Capacity Analysis Results

Results of the analysis indicate that movements from the two-way, STOP sign controlled approach of the proposed access roadway at Daniels Farm Road, will operate at Level of Service "C" or better during both the weekday morning and weekday afternoon peak hours. The northbound left turn movement will operate at a Level of Service "A" during both peak hours.

Table 3
INTERSECTION SIGHT DISTANCE (ISD) ANALYSIS
Residential Development
147 Daniels Farm Road
Trumbull, Connecticut

INTERSECTION	LEFT TURN FROM STOP				RIGHT TURN FROM STOP		
	Distance Available (Feet)		Distance Required (Feet)		Distance Available (Feet)	Distance Required (Feet)	
			Posted Speed	85 th Percentile Speed		Posted Speed	85 th Percentile Speed
	Left	Right	30 MPH	46 MPH	Left	30 MPH	46 MPH
Daniels Farm Road (S.R. 734) at Proposed Site Access Roadway	512	512	335	512	512	335	512

Source: Connecticut Department of Transportation Highway Design Manual 2003 Edition, Revised January 2011, Section 11-2.03.01 Figure 11-2C and Section 11-2.03.02.

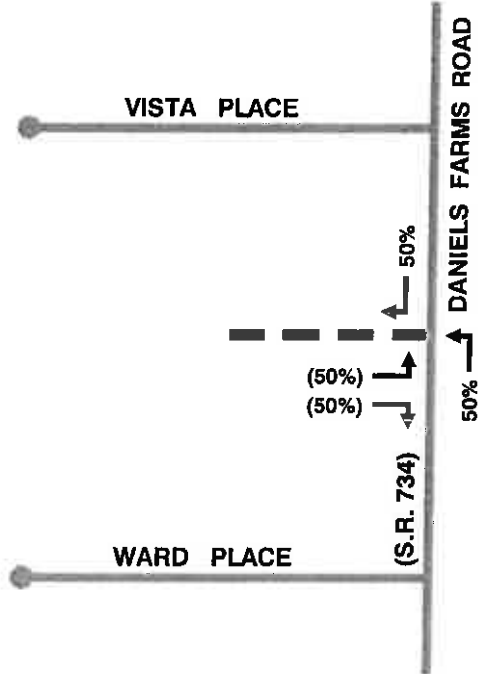
Notes:

1. The posted speed limit is 30 miles per hour on Daniels Farm Road in the vicinity of the site.
2. The 85th percentile speed of vehicles was measured to be 44 and 46 mile per hour in the northbound and southbound directions, respectively.

Findings: Based on the Line of Sight Plan and Profile prepared by Spath-Bjorklund Associates, Inc. dated September 27, 2017, the available ISD is 512 feet, which meets the ConnDOT required ISD for the 85th percentile operating speed.

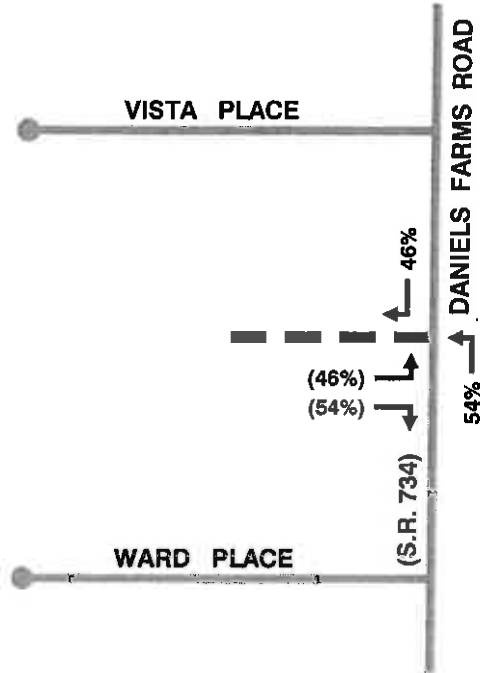
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



SITE TRAFFIC

Enter 00%
Exit (00%)

LEGEND

— — — PROPOSED SITE ACCESS DRIVE

SITE TRAFFIC DISTRIBUTION

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT



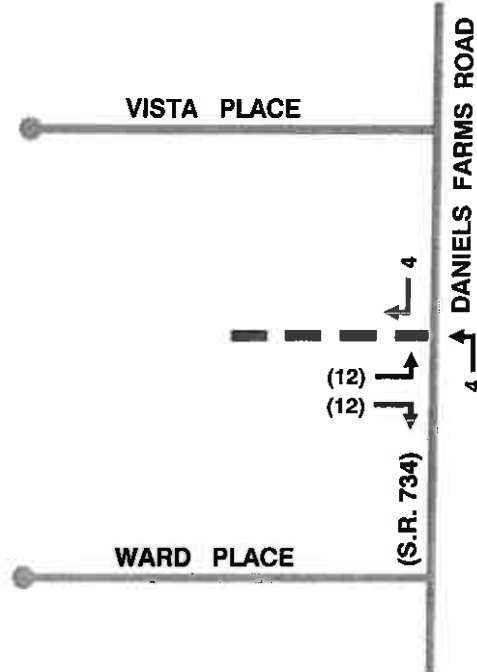
8

Not to Scale

Date: 10/12/17

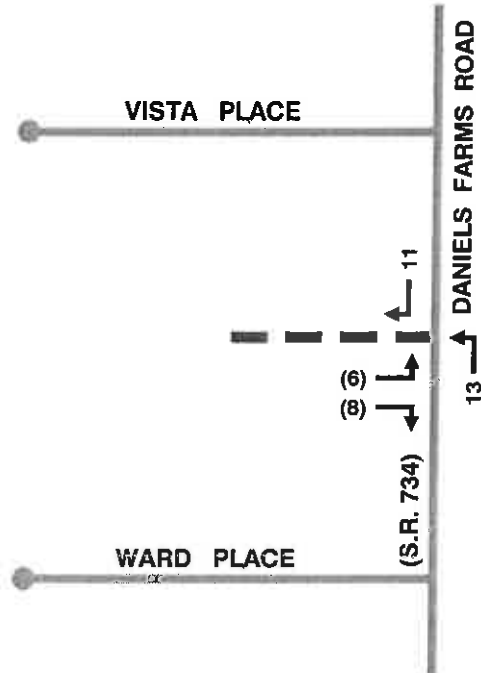
**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**

SITE



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**

SITE



SITE TRAFFIC VEHICLE TRIP ENDS		
TRAFFIC DIRECTION	WEEKDAY MORNING	WEEKDAY AFTERNOON
Enter	8	24
Exit	(24)	(14)
Total	32	38

LEGEND

— — — PROPOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION
AND ASSIGNMENT**

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT

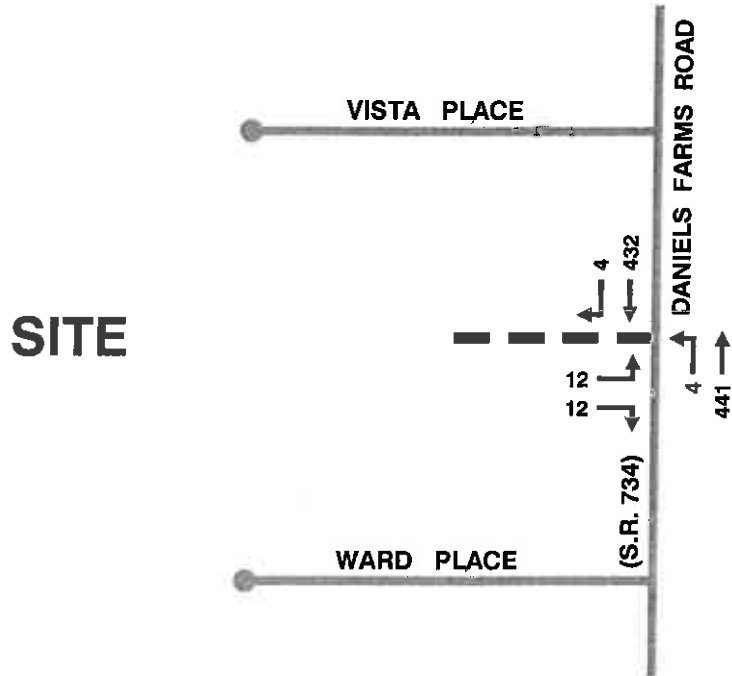


9

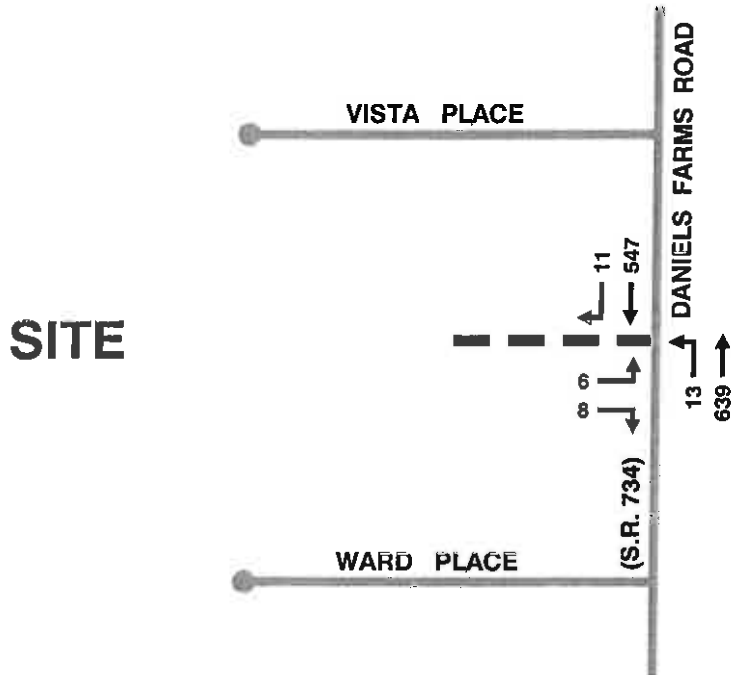
Not to Scale

Date: 10/12/17

**WEEKDAY MORNING PEAK HOUR
(7:00 - 8:00 A.M.)**



**WEEKDAY AFTERNOON PEAK HOUR
(5:00 - 6:00 P.M.)**



Note: The 2019 Build Traffic Volumes include the 2019 No-Build Traffic Volumes and the Site Traffic Generation.

LEGEND

— — — PROPOSED SITE ACCESS DRIVE

2019 BUILD TRAFFIC VOLUMES

RESIDENTIAL DEVELOPMENT
147 Daniels Farm Road
Trumbull, Connecticut



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK
FAIRFIELD, CONNECTICUT

10

Not to Scale

Date: 10/12/17

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Daniels Farm Estates, LLC

c/o Stephen R. Bellis

Page 6

October 17, 2017

Table 4 provide a more detailed summary of the results of the analyses, as described above. This table provide Level of Service, average vehicle delay and volume to capacity ratio for lane and movement during each of the peak hours for a build condition. Table 5 provides a more detailed summary of the results of the Storage/Queue analyses for each lane and movement during each of the peak hours for a build condition. The capacity worksheets are included in the Appendix of this report.

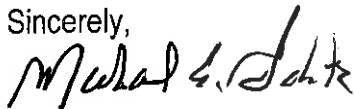
Findings

Results of the analysis indicate that Daniels Farm Road, which is a State Highway, carries a two-way peak hour volume of 775 and 1,096 vehicles during the weekday morning and weekday afternoon peak hours, respectively. The traffic patterns indicate that during the morning peak hour the traffic flow is similar in each direction. During the weekday afternoon peak hour, more traffic is traveling northbound on this section of roadway near the subject property.

A development of this type and size, will generate at most 32 and 38 vehicles trip ends during the weekday morning and weekday afternoon peak hours, respectively. This level of additional traffic added to Daniels Farm Road will have an insignificant, if any, impact to the overall operation of this roadway during any time of the day and specifically during peak hours, which carry the highest volumes. Results of the analysis indicate exiting movements from the proposed access roadway onto Daniels Farm Road will operate at Level of Service "C" during both peak hours. Impact to nearby intersection will be minimal.

The access roadway should include appropriate traffic control, specifically a STOP sign and STOP bar. Clearing of vegetation along the site's frontage should be provided with this proposed residential development.

Sincerely,



Michael A. Galante
Managing Principal

Enclosure

cc: David Bjorklund, P.E.

g:\746.001 147 daniels farm road\word\df17-000.stc.doc

Table 4
CAPACITY ANALYSIS RESULTS FOR UNSIGNALIZED INTERSECTIONS –
MEASURE OF EFFECTIVENESS (MOE) – PEAK HOURS
Residential Development
147 Daniels Farm Road
Trumbull, Connecticut

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2019 BUILD CONDITIONS			
			Weekday Morning		Weekday Afternoon	
			LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio
Daniels Farm Road (S.R. 734) at Site Access Road	TWSC	EB Ln1	C/15.1	0.068	C/19.1	0.056
		NB L	A/8.3	0.004	A/8.8	0.015

Notes:

- Synchro 10.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- V/C ratio indicates the amount of congestion for each Movement and Lane. Any V/C ratio greater than or equal to one indicates that the Movement and Lane are operating at above capacity.
- Physical Units consist of the following:
 1. TWSC Intersections: Critical Lane and Critical Movement.

NB = Northbound

EB = Eastbound

SB = Southbound

WB = Westbound

L = Left Turn

T = Through

R = Right Turn

Ln = Lane

Frederick P. Clark Associates, Inc.

G:\746.001 147 Daniels Farm Road\Word\df17-004.stc.doc
10/10/17

Table 5
STORAGE/QUEUE ANALYSIS RESULTS FOR UNSIGNALIZED INTERSECTIONS – PEAK HOURS
Residential Development
147 Daniels Farm Road
Trumbull, Connecticut

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2019 BUILD CONDITIONS	
				Weekday Morning	Weekday Afternoon
				Queue Length (Veh.)	Queue Length (Veh.)
Daniels Farm Road (S.R. 734) at Site Access Road	TWSC	4.0 12.0	EB Ln1	0.2	0.2
			NB L	0.0	0.0

Notes:

- Synchro 10.0 Macroscopic model/HCM 6th Edition results are used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in vehicles.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- TWSC = Two-Way STOP Control.
- Physical Units consist of the following:
 1. Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
 L = Left Turn T = Through R = Right Turn Ln = Lane

Frederick P. Clark Associates, Inc.

G:\746.001 147 Daniels Farm Road\Word\df17-005.stc.doc
10/10/17

APPENDIX

AUTOMATIC TRAFFIC RECORDER

RESIDENTIAL DEVELOPMENT, 147 DANIELS FARM ROAD, TRUMBULL, CT (#746.001)
FIELD DATA SUMMARY - DANIELS FARM ROAD, SOUTH OF VISTA PLACE

TIME	Monday, September 25, 2017		Tuesday, September 26, 2017		Wednesday, September 27, 2017		Thursday, September 28, 2017	
	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM			7	9	12	15	8	9
1:00 AM			5	7	6	3	8	6
2:00 AM			4	2	2	2	2	1
3:00 AM			8	2	8	0	6	3
4:00 AM			8	10	9	12	9	10
5:00 AM			47	37	53	34	49	44
6:00 AM			214	216	247	240	219	218
7:00 AM			375	399	378	387	352	383
8:00 AM			316	393	325	404	317	423
9:00 AM	131	130	233	295	252	308	270	301
10:00 AM	243	260	234	237	248	251	234	247
11:00 AM	252	285	250	212	280	216	253	258
12:00 PM	303	266	589	577	252	275	299	293
1:00 PM	289	283	310	260	252	303	270	298
2:00 PM	341	470	400	463	263	389	432	418
3:00 PM	500	361	487	328	555	419	502	382
4:00 PM	530	377	511	336	513	384	501	382
5:00 PM	497	402	899	520	932	531	593	503
6:00 PM	443	337	780	410	892	425	583	362
7:00 PM	287	299	596	310	592	302	521	347
8:00 PM	175	210	365	170	297	224	369	204
9:00 PM	91	78	169	135	137	128	265	185
10:00 PM	40	25	65	40	30	29	59	58
11:00 PM	18	13	31	17	27	16	43	25
TOTAL	4,190	3,816	8,006	5,335	5,469	5,076	10,545	5,873

TIME	Friday, September 29, 2017		Saturday, September 30, 2017		Sunday, October 01, 2017		Monday, October 02, 2017	
	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	7	11	25	29	25	28	4	5
1:00 AM			18	18	15	11	26	3
2:00 AM	2	4	6	7	8	4	12	1
3:00 AM	9	1	10	6	7	4	11	6
4:00 AM	9	9	18	7	7	2	9	8
5:00 AM	39	33	72	11	10	12	22	38
6:00 AM	157	163	360	39	29	34	63	218
7:00 AM	434	411	845	125	69	120	189	386
8:00 AM	338	430	768	210	191	156	347	312
9:00 AM	304	282	586	305	242	286	528	310
10:00 AM	277	293	570	331	320	305	625	276
11:00 AM	261	263	544	378	355	406	761	241
12:00 PM	313	322	635	396	415	354	769	175
1:00 PM	308	325	633	346	320	336	656	
2:00 PM	412	484	896	324	334	292	626	
3:00 PM	541	343	884	287	311	249	560	
4:00 PM	554	405	959	277	293	280	573	
5:00 PM	494	445	939	304	272	280	532	
6:00 PM	318	355	673	206	227	224	451	
7:00 PM	300	242	542	218	168	122	290	
8:00 PM	196	149	345	138	107	92	199	
9:00 PM	148	88	236	113	67	59	126	
10:00 PM	77	71	148	81	30	22	52	
11:00 PM	57	51	108	46	17	16	33	
TOTAL	5,626	5,188	10,814	4,198	3,839	3,674	7,513	1,727

Speed by Lane

#17131 DANIELS FARM RD S/O VISTA PLACE

Name:
Latitude:
Started:

Longitude:
Ended:

Unknown
10/2/2017 15:59

9/25/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	0	2	19	64	32	7	2	0	1	1	0	0	0	0
10:00	2	2	1	4	24	92	84	26	2	1	0	0	1	0	4	131
11:00	1	11	20	8	45	86	93	20	2	2	2	0	0	0	2	243
12:00	0	0	2	5	46	111	105	25	3	0	0	1	0	0	2	292
13:00	1	0	3	6	32	106	116	17	3	0	0	1	0	3	2	303
14:00	1	4	2	19	58	120	112	14	1	1	1	1	0	0	3	289
15:00	3	4	14	28	103	181	119	35	1	1	1	2	0	1	5	341
16:00	1	1	1	6	92	211	166	32	5	0	0	1	0	3	4	500
17:00	0	0	0	3	64	200	171	45	6	1	1	0	0	2	8	530
18:00	2	1	0	12	63	208	129	21	7	0	0	1	0	0	6	497
19:00	0	0	0	6	60	116	95	15	5	0	0	1	0	0	1	443
20:00	0	1	1	12	36	69	42	12	2	0	0	0	0	0	3	297
21:00	1	0	0	6	18	30	30	5	1	0	0	0	0	0	0	175
22:00	0	0	0	2	5	14	12	4	2	0	0	1	0	0	0	91
23:00	0	0	0	1	2	3	9	3	0	0	0	0	0	0	0	40
24 Hour Total	15	24	44	120	567	1611	1315	281	44	5	7	9	1	9	38	4190

9/25/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	1	0	1	3	1	1	0	0	0	0	0	0	7
01:00	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
02:00	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	4
03:00	0	0	1	1	3	1	1	1	0	0	0	0	0	0	0	8
04:00	1	0	0	0	1	3	2	0	0	0	1	0	0	0	0	8
05:00	1	0	2	2	9	23	9	1	0	0	0	0	0	0	0	47
06:00	1	0	1	18	44	97	41	10	0	1	0	0	0	1	0	214
07:00	101	14	12	40	35	96	55	10	2	0	1	0	1	1	7	375
08:00	2	3	1	8	75	116	80	24	2	0	1	0	1	2	1	316
09:00	0	0	0	3	30	98	76	19	2	0	0	1	2	1	1	233
10:00	0	3	2	6	39	94	72	14	1	1	0	0	0	1	1	234
11:00	0	0	0	5	33	89	82	29	3	2	1	1	1	1	3	250
12:00	1	0	0	1	59	94	117	27	6	1	1	0	0	2	1	310
13:00	0	0	0	1	30	95	96	23	2	1	1	1	0	0	2	252
14:00	7	1	1	11	73	174	94	20	5	2	2	3	1	0	5	400
15:00	3	4	10	17	113	178	127	18	3	2	0	2	3	3	4	487
16:00	0	1	1	11	82	191	167	43	3	3	0	0	2	1	6	511
17:00	0	0	0	17	76	215	167	26	3	0	2	3	2	0	9	520
18:00	2	2	3	6	48	225	162	21	1	2	0	0	3	1	6	482
19:00	0	0	1	11	57	146	73	14	2	2	0	1	1	0	2	310
20:00	0	0	0	2	27	75	53	11	1	0	0	0	0	0	1	170
21:00	0	0	1	3	29	59	32	9	1	1	0	0	0	0	0	135
22:00	1	0	0	0	5	14	17	1	2	0	0	0	0	0	0	40
23:00	0	0	0	1	1	3	11	1	0	0	0	0	0	0	0	17
24 Hour Total	120	23	36	166	872	2088	1539	324	42	18	10	12	17	14	49	5335

9/27/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	0	3	1	4	3	1	0	0	0	0	0	0	12
01:00	0	0	0	0	3	1	1	0	0	1	0	0	0	0	0	6
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	3	2	1	1	0	0	0	1	0	0	0	8
04:00	0	0	0	1	1	2	3	1	0	1	0	0	0	0	0	9
05:00	0	0	1	0	10	25	12	4	0	0	1	0	0	0	0	53
06:00	0	1	1	12	39	114	67	10	0	0	0	1	0	0	1	247
07:00	19	19	12	17	56	79	57	17	2	2	0	0	3	1	3	378
08:00	0	1	1	23	66	134	73	16	5	0	1	1	0	0	5	326
09:00	0	0	3	12	32	101	77	19	3	1	1	1	2	0	0	252
10:00	0	1	0	7	39	87	90	15	4	0	0	1	0	0	4	248
11:00	2	0	1	10	40	107	92	23	2	1	1	1	0	0	0	280
12:00	0	1	1	3	27	96	89	32	2	0	0	0	0	0	1	252
13:00	2	0	1	9	34	110	82	21	1	0	1	0	0	1	1	263
14:00	6	5	1	15	83	149	99	17	6	2	1	0	0	1	4	389
15:00	7	1	7	37	105	227	136	18	2	0	1	2	5	2	5	555
16:00	1	0	1	3	98	184	175	37	1	1	1	3	3	0	5	513
17:00	0	1	0	6	60	196	202	42	4	4	3	0	0	1	9	531
18:00	1	0	0	13	59	179	133	24	6	1	0	1	1	3	4	425
19:00	0	0	0	14	71	125	70	16	2	1	0	0	1	0	2	302
20:00	1	0	0	5	34	115	51	13	1	0	0	2	0	2	0	224
21:00	0	0	0	3	13	55	50	13	2	0	1	0	0	0	0	137
22:00	0	0	0	0	6	8	11	4	1	0	0	0	0	0	0	30
23:00	0	0	0	1	2	9	10	4	1	0	0	0	0	0	0	27
24 Hour Total	130	30	30	191	884	2107	1586	350	46	15	12	14	19	11	44	5469

9/28/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
01:00	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	6
04:00	0	0	0	0	1	4	2	1	0	1	0	0	0	0	0	9
05:00	0	0	0	0	0	19	13	2	2	0	0	0	0	0	0	49
06:00	0	1	1	12	56	91	40	14	0	1	1	0	0	1	1	219
07:00	52	27	31	49	55	82	63	25	2	0	1	1	0	1	3	392
08:00	0	1	12	8	69	120	83	22	3	1	2	2	2	1	1	317
09:00	1	0	1	8	45	107	82	16	3	1	2	0	0	2	2	270
10:00	1	0	10	2	39	100	62	21	4	0	0	1	1	1	2	234
11:00	0	0	1	2	43	90	87	16	6	1	0	1	2	0	4	253
12:00	0	0	3	4	47	126	85	22	5	2	0	0	0	1	4	289
13:00	0	0	2	3	34	111	91	24	4	0	0	1	0	0	0	270
14:00	4	4	2	11	85	175	113	23	1	1	2	1	2	1	7	432
15:00	3	3	0	29	96	189	129	34	5	1	2	1	2	1	7	502
16:00	0	3	3	23	102	239	167	44	7	0	1	1	0	0	5	601
17:00	1	0	3	10	75	266	167	40	3	2	5	4	5	1	11	593
18:00	2	0	0	11	88	275	165	32	3	0	1	1	2	0	10	590
19:00	0	0	3	4	56	165	94	16	1	0	2	2	2	1	1	347
20:00	0	0	0	4	44	92	53	7	1	0	0	0	1	1	1	204
21:00	0	0	2	3	27	91	50	7	2	1	0	0	1	1	0	185
22:00	0	0	0	1	6	20	17	9	1	3	1	0	0	0	0	58
23:00	0	0	0	0	5	9	8	3	0	0	0	0	0	0	0	25
24 Hour Total	64	19	54	189	987	2379	1577	382	53	15	20	16	20	19	59	5873

9/29/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	1	0	4	1	0	1	0	0	0	0	0	0	7
01:00	0	0	0	1	3	1	2	3	0	0	0	0	0	0	0	11
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	9
04:00	0	0	0	0	3	2	3	0	1	0	0	0	0	0	0	9
05:00	0	0	1	4	3	15	11	5	0	0	0	0	0	0	0	39
06:00	1	2	2	10	39	86	43	10	2	1	0	0	0	0	0	197
07:00	87	27	39	21	59	103	72	17	3	1	1	0	0	0	1	434
08:00	0	0	4	19	52	113	112	27	2	2	0	1	0	1	3	338
09:00	1	0	1	2	36	122	115	17	5	0	3	1	0	0	2	304
10:00	1	0	1	4	32	120	90	21	2	3	0	1	2	0	0	277
11:00	0	0	0	0	25	104	112	32	6	0	1	0	0	0	1	281
12:00	1	0	0	6	52	130	99	23	1	0	0	0	0	0	1	313
13:00	0	0	1	6	24	124	127	16	4	0	0	0	2	0	4	308
14:00	4	1	6	12	81	173	100	20	7	1	2	1	1	1	2	412
15:00	2	2	1	32	101	230	128	28	2	0	3	3	1	1	7	541
16:00	1	0	0	11	101	238	156	30	4	1	2	0	1	2	7	554
17:00	1	0	0	12	63	215	157	24	1	2	0	1	3	1	9	494
18:00	2	0	0	5	29	140	101	31	4	2	2	0	0	1	1	318
19:00	0	0	1	4	56	128	87	10	5	0	1	1	3	0	4	300
20:00	0	0	1	4	38	86	51	12	4	0	0	0	0	0	0	195
21:00	1	0	1	0	21	66	44	11	2	2	0	0	0	0	0	148
22:00	0	0	2	2	14	33	19	6	1	0	0	0	0	0	0	77
23:00	0	0	0	0	13	25	11	6	2	0	0	0	0	0	0	57
24 Hour Total	102	32	61	160	853	2280	1643	349	59	15	16	9	13	11	43	5626

9/30/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB Total
00:00	0	0	0	0	5	8	8	4	0	0	0	0	0	0	0	25
01:00	0	0	0	0	2	7	4	3	0	0	2	0	0	0	0	18
02:00	0	0	0	0	2	3	1	0	0	0	1	0	0	0	0	7
03:00	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	6
04:00	0	0	0	0	1	2	1	1	0	0	1	0	0	0	0	7
05:00	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	11
06:00	0	0	3	0	6	16	9	3	1	0	0	0	0	0	0	39
07:00	0	0	0	2	10	50	50	8	4	0	0	0	1	0	0	125
08:00	0	0	0	2	26	74	70	30	4	0	0	1	0	0	0	210
09:00	0	1	0	4	24	143	102	21	5	1	0	3	0	0	1	305
10:00	1	0	1	8	32	133	107	32	4	1	3	4	3	0	2	331
11:00	0	0	2	2	38	154	143	27	3	0	2	0	3	0	4	378
12:00	0	2	0	7	71	132	131	39	6	1	1	1	1	1	3	396
13:00	1	0	0	9	36	133	132	25	4	1	0	1	2	0	2	346
14:00	2	2	2	3	30	131	112	31	2	3	3	1	0	1	1	324
15:00	1	0	0	2	21	92	136	27	3	1	1	0	0	0	3	287
16:00	0	0	2	5	27	103	109	20	5	2	0	0	0	1	3	277
17:00	1	0	2	5	52	98	127	11	3	1	0	0	2	0	2	304
18:00	0	0	0	2	24	88	67	19	3	1	0	0	1	0	1	206
19:00	0	0	1	4	31	90	71	15	2	0	0	0	1	0	2	218
20:00	1	0	1	1	16	65	39	11	3	0	1	1	0	0	0	138
21:00	0	0	1	3	15	44	36	13	1	0	0	0	0	0	0	113
22:00	1	0	1	4	18	25	25	4	2	1	0	0	0	0	0	81
23:00	1	0	0	3	5	12	20	2	0	3	0	0	0	0	0	46
24 Hour Total	9	5	16	68	497	1607	1504	348	55	17	15	12	14	3	28	4198

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB
00:00	0	0	0	1	4	8	7	0	0	0	0	0	0	0	0	Total
01:00	0	0	0	0	1	3	8	3	0	0	0	0	0	0	0	25
02:00	0	0	0	0	0	5	1	1	1	0	0	0	0	0	0	15
03:00	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	8
04:00	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	7
05:00	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	7
06:00	1	0	0	2	0	13	9	4	0	0	0	0	0	0	0	10
07:00	0	0	0	1	4	21	27	13	2	0	1	0	0	0	0	29
08:00	0	0	0	3	15	66	74	27	4	0	0	0	0	0	0	69
09:00	0	0	0	6	16	81	105	23	3	1	0	0	0	0	2	191
10:00	1	0	0	3	23	127	129	31	5	0	1	0	0	0	0	242
11:00	0	0	2	3	39	121	136	33	9	1	2	0	1	1	7	320
12:00	1	0	0	0	36	181	138	45	5	1	0	0	1	4	3	355
13:00	0	0	1	5	43	146	95	24	3	0	1	0	0	2	0	415
14:00	0	0	1	1	46	134	122	20	3	0	1	1	2	2	1	320
15:00	0	0	1	9	43	121	104	23	2	2	0	2	0	2	2	334
16:00	0	0	0	8	28	107	123	17	5	0	0	1	0	1	3	311
17:00	0	1	4	9	25	95	101	25	4	1	0	1	1	0	5	293
18:00	0	0	0	7	22	90	76	23	3	2	0	1	2	0	1	272
19:00	1	0	0	3	23	66	56	12	6	0	0	0	0	0	1	227
20:00	0	0	0	1	14	38	40	9	4	1	0	0	0	0	0	168
21:00	0	0	0	1	9	18	22	10	4	2	0	0	0	0	1	107
22:00	0	0	0	0	3	12	11	4	0	0	0	0	0	0	0	67
23:00	0	0	0	3	4	5	4	1	0	0	0	0	0	0	0	30
24 Hour Total	4	1	9	66	401	1468	1394	356	64	12	5	6	8	14	30	3839

10/22/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	NB
00:00	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	8
05:00	0	0	0	0	6	13	13	3	2	0	0	0	0	0	0	39
06:00	1	0	0	10	38	94	63	9	1	0	0	0	0	0	0	218
07:00	71	11	13	22	63	95	83	16	1	1	0	2	3	0	5	386
08:00	1	4	2	13	61	137	68	19	3	1	0	0	0	1	2	312
09:00	3	0	0	1	55	124	95	24	3	0	0	1	1	1	2	310
10:00	0	1	0	5	28	110	73	14	3	0	0	0	0	2	5	241
11:00	0	0	0	9	19	69	62	15	0	0	0	0	0	0	1	175
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 Hour Total	76	15	16	62	275	546	465	104	13	2	0	3	6	4	15	1703
Lane Total	520	175	256	1022	5436	14166	11023	2494	376	99	86	81	98	85	306	36233

9/25/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total	SB
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	1	0	2	11	41	52	15	0	1	2	0	0	0	0	0	0
10:00	0	1	0	5	9	81	122	31	6	0	0	0	0	0	0	0	130
11:00	0	0	1	1	17	99	105	45	12	1	0	0	0	0	0	0	260
12:00	0	0	0	2	11	81	134	44	7	1	1	0	0	0	0	0	285
13:00	0	3	1	4	22	88	115	36	8	1	2	0	0	1	0	0	286
14:00	32	7	12	30	38	126	151	50	9	2	0	1	0	1	0	0	283
15:00	0	2	6	10	45	116	115	48	10	1	0	0	0	0	0	0	470
16:00	0	0	0	1	23	121	167	45	5	1	0	1	2	2	0	0	361
17:00	0	0	0	2	15	118	159	75	12	3	3	2	2	1	0	0	377
18:00	0	1	0	3	23	113	119	50	15	0	0	3	0	1	0	0	402
19:00	0	0	0	3	33	114	112	22	8	1	1	0	2	0	0	0	337
20:00	0	1	3	4	26	78	68	21	5	0	1	1	1	0	0	0	299
21:00	1	0	0	1	5	20	28	18	5	0	0	0	0	0	0	0	210
22:00	0	0	0	0	1	11	8	4	1	0	0	0	0	0	0	0	78
23:00	0	0	0	0	0	3	6	4	0	0	0	0	0	0	0	0	25
24 Hour Total	35	16	23	68	279	1210	1461	508	105	12	10	8	14	8	59	3816	13

9/26/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total	SB
00:00	0	0	0	2	1	1	2	2	0	0	1	0	0	0	0	9	
01:00	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	7	
02:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
03:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
04:00	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	10	
05:00	0	0	1	0	2	8	15	9	2	0	0	0	0	0	0	37	
06:00	3	1	3	12	21	50	73	42	4	5	0	0	0	0	2	216	
07:00	12	7	4	10	43	130	141	42	6	0	1	1	1	0	1	399	
08:00	0	2	4	7	21	133	167	48	3	1	0	0	0	0	7	393	
09:00	0	0	0	1	9	89	120	49	14	3	1	1	3	0	5	295	
10:00	1	3	1	2	25	61	96	44	3	0	0	0	0	0	1	237	
11:00	0	0	0	3	14	61	80	38	9	2	0	1	0	1	3	212	
12:00	1	2	5	2	26	72	95	42	12	0	1	0	0	0	2	260	
13:00	0	0	1	8	25	81	108	53	11	1	0	1	0	0	2	291	
14:00	2	7	16	25	37	131	156	66	10	2	1	0	1	2	7	463	
15:00	2	0	1	1	18	96	147	46	6	2	0	0	1	1	7	328	
16:00	1	0	0	5	25	89	147	48	5	1	1	2	1	1	10	336	
17:00	1	1	0	3	16	145	178	42	9	3	1	1	1	0	11	412	
18:00	0	4	1	1	13	126	173	67	11	1	0	2	2	1	8	410	
19:00	1	0	0	1	29	117	93	32	2	0	0	1	1	0	5	282	
20:00	0	1	0	1	14	43	40	20	5	1	0	0	0	2	0	127	
21:00	0	0	0	0	5	32	52	17	4	0	0	0	0	1	1	112	
22:00	0	0	0	0	5	7	11	12	3	1	0	0	0	0	1	40	
23:00	0	0	0	1	0	2	5	6	1	1	0	0	0	0	0	16	
24 Hour Total	24	28	37	85	352	1481	1902	730	122	25	7	10	11	9	73	4896	

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	SB
00:00	0	0	0	1	3	2	8	0	1	0	0	0	0	0	0	15
01:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	9
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	1	4	1	3	1	0	0	0	0	0	0	12
05:00	1	0	0	0	1	12	11	7	1	0	0	0	0	0	1	34
06:00	2	1	5	10	16	63	92	38	5	2	2	0	1	1	2	240
07:00	15	3	4	10	29	111	149	52	5	1	2	0	1	0	5	387
08:00	0	1	0	14	33	132	157	55	4	0	2	0	0	0	6	404
09:00	0	0	0	3	16	106	108	57	13	1	0	0	0	0	4	308
10:00	0	0	1	2	9	73	102	50	8	4	1	0	0	0	1	251
11:00	0	2	2	4	10	57	80	42	9	3	1	0	0	1	5	216
12:00	2	0	2	0	21	74	105	55	9	3	0	1	0	0	3	275
13:00	0	0	0	6	22	80	118	52	19	1	1	0	0	0	4	303
14:00	16	3	1	16	48	129	136	45	4	2	3	0	0	3	7	419
15:00	3	0	0	7	40	140	182	43	5	1	1	2	2	1	3	430
16:00	4	1	1	4	27	115	155	48	13	0	1	3	1	2	9	384
17:00	0	0	1	1	17	133	197	68	14	1	1	2	2	0	8	445
18:00	1	0	0	0	23	143	168	52	12	1	0	1	2	2	6	411
19:00	2	1	1	2	24	85	73	22	4	1	1	1	0	1	1	219
20:00	1	0	0	3	18	36	66	15	1	1	1	0	0	2	1	145
21:00	0	0	0	2	10	48	48	13	3	1	2	0	0	0	1	128
22:00	0	0	0	0	0	7	14	6	1	0	0	0	0	1	0	29
23:00	0	0	0	0	3	3	6	4	0	0	0	0	0	0	0	16
24 Hour Total	47	13	19	86	372	1555	1976	728	133	23	19	10	9	14	67	5076

9/28/2017 0:00

SB

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	2	1	2	2	1	1	0	0	0	0	0	0	9
01:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	1	0	1	4	1	1	2	0	0	0	0	0	0	10
05:00	0	0	0	0	2	13	18	6	3	2	0	0	0	0	0	44
06:00	3	1	5	4	20	42	85	44	11	1	0	0	0	0	0	218
07:00	9	3	4	23	45	92	147	44	12	1	0	0	0	1	2	383
08:00	2	0	4	7	34	130	164	65	12	0	0	0	1	1	3	423
09:00	0	0	0	2	11	65	146	55	12	2	0	1	1	3	3	301
10:00	0	2	1	1	18	69	108	38	6	0	0	0	1	1	2	247
11:00	0	0	0	2	13	77	111	44	9	0	0	1	0	0	1	258
12:00	2	0	0	2	24	64	136	45	12	2	0	0	3	0	2	293
13:00	0	0	0	3	24	85	116	50	10	4	0	0	1	0	5	298
14:00	3	5	8	12	23	143	145	62	5	0	3	1	1	1	6	418
15:00	2	0	0	7	19	121	139	71	12	3	0	0	2	3	3	382
16:00	1	1	0	0	24	116	169	47	9	1	0	2	3	0	9	382
17:00	1	0	0	3	29	130	233	69	18	2	2	1	1	4	10	503
18:00	1	2	1	4	16	108	160	49	9	1	1	1	1	2	6	362
19:00	0	0	0	2	21	98	81	30	2	0	1	0	0	0	1	236
20:00	0	0	0	0	22	97	100	52	6	0	2	1	0	0	1	281
21:00	0	0	0	2	13	69	88	27	9	0	1	0	1	0	1	211
22:00	0	0	0	0	5	27	35	25	7	4	0	1	0	0	0	104
23:00	0	0	0	1	0	7	6	4	0	1	0	0	0	0	0	19
24 Hour Total	24	14	24	77	366	1562	2194	832	167	24	10	9	16	16	57	5392

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total	SB
00:00	0	0	0	0	1	1	4	3	1	0	1	0	0	0	0	11	
01:00	0	0	0	0	2	2	3	0	0	0	0	1	0	0	0	8	
02:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	0	0	0	3	1	5	0	0	0	0	0	0	0	9	
05:00	0	0	0	0	2	10	12	6	3	0	0	0	0	0	0	33	
06:00	2	0	1	3	12	42	54	37	7	1	1	0	0	0	3	163	
07:00	15	9	5	6	56	137	117	53	6	0	1	2	1	0	3	411	
08:00	4	1	7	7	23	134	170	62	9	2	0	3	1	3	4	430	
09:00	0	0	0	2	11	85	138	32	6	1	0	0	1	1	5	282	
10:00	0	0	1	4	19	89	103	61	11	1	0	0	2	0	2	293	
11:00	1	0	0	4	20	76	107	44	6	0	1	0	0	0	4	263	
12:00	0	1	1	6	12	115	120	49	13	0	1	2	0	1	1	322	
13:00	0	0	2	2	13	96	125	66	8	4	1	0	1	0	7	325	
14:00	3	5	19	7	52	149	170	47	16	3	1	2	1	3	6	484	
15:00	2	0	2	10	13	105	146	50	6	1	0	1	0	3	4	343	
16:00	0	1	0	3	24	134	160	59	10	0	0	2	0	3	9	405	
17:00	2	2	0	1	14	133	194	76	7	2	2	2	3	2	5	445	
18:00	0	0	0	1	22	115	144	56	10	2	0	1	1	2	1	355	
19:00	1	1	0	2	16	88	97	29	6	0	0	0	0	1	1	242	
20:00	0	0	0	3	13	50	57	21	3	0	0	0	0	0	2	149	
21:00	0	0	0	2	5	25	33	18	5	0	0	0	0	0	0	88	
22:00	0	0	0	0	6	22	29	10	1	0	0	0	1	0	2	71	
23:00	0	0	0	0	7	13	20	5	4	1	1	0	0	0	0	51	
24 Hour Total	30	20	38	63	344	1625	2005	790	139	18	10	16	12	19	59	5188	

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	0	2	7	11	7	0	1	1	0	0	0	0	29
01:00	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
02:00	0	0	0	0	1	0	2	0	1	1	0	0	0	0	0	5
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	10
06:00	0	0	1	1	5	23	23	8	3	0	0	0	0	0	0	64
07:00	0	0	0	0	5	38	54	34	8	1	0	0	0	0	0	141
08:00	0	0	0	2	12	54	90	64	17	1	1	3	0	0	1	246
09:00	0	0	0	3	18	90	157	70	12	1	0	0	0	0	2	360
10:00	1	0	1	2	25	106	162	55	7	1	1	0	0	2	6	371
11:00	1	0	0	3	25	121	173	63	8	2	0	1	1	0	10	406
12:00	0	0	2	0	13	88	158	79	17	5	1	1	0	1	6	373
13:00	0	1	1	0	20	83	133	46	8	0	0	3	1	0	3	299
14:00	0	0	0	0	11	67	113	62	14	1	0	1	0	1	1	271
15:00	0	1	0	1	9	61	124	53	12	1	0	0	3	0	1	266
16:00	0	0	0	2	9	55	110	59	15	1	1	1	0	0	3	256
17:00	2	1	0	1	16	68	126	49	13	1	1	2	0	2	3	285
18:00	0	0	0	0	7	62	94	37	11	0	0	1	0	1	1	214
19:00	1	0	0	0	16	50	67	25	4	1	0	0	0	0	1	165
20:00	0	0	0	1	7	39	38	26	6	1	0	0	0	0	0	118
21:00	2	0	1	0	8	25	37	11	5	1	2	0	0	0	0	92
22:00	0	0	0	1	7	15	29	15	7	0	0	1	0	0	0	75
23:00	2	0	0	0	3	9	19	6	4	0	1	0	0	0	0	44
24 Hour Total	9	3	6	17	219	1073	1725	773	172	20	9	14	6	9	46	4101

10/1/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	SB Total
00:00	0	0	0	1	4	6	11	5	1	0	0	0	0	0	0	28
01:00	0	0	0	0	1	2	3	3	2	0	0	0	0	0	0	11
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	3	4	2	2	0	0	0	0	0	0	12
06:00	0	0	0	0	1	3	15	10	5	0	0	0	0	0	0	34
07:00	0	2	0	1	6	25	43	30	11	1	0	0	0	0	0	120
08:00	0	0	0	1	4	33	75	36	6	0	0	0	0	0	1	156
09:00	2	0	1	5	7	70	122	65	11	0	0	0	0	2	1	286
10:00	0	0	0	0	5	86	145	49	13	1	1	1	0	0	4	305
11:00	0	0	0	2	19	120	179	69	12	0	0	0	0	0	4	406
12:00	0	1	0	4	14	73	161	78	11	1	0	1	1	1	6	354
13:00	1	0	0	3	21	100	132	58	11	3	2	1	0	2	2	336
14:00	4	1	0	5	18	90	108	44	10	3	2	0	2	2	3	292
15:00	0	0	0	4	9	47	112	58	11	3	1	0	0	0	4	249
16:00	0	0	0	2	5	75	123	61	6	0	3	0	2	0	3	280
17:00	0	0	0	1	11	62	110	49	18	2	2	0	2	0	3	260
18:00	1	1	1	0	14	54	89	57	6	1	0	0	0	0	0	224
19:00	0	0	0	1	7	39	52	14	6	1	1	0	0	0	1	122
20:00	0	0	1	2	9	17	33	23	4	2	1	0	0	0	0	92
21:00	0	0	0	0	8	17	17	11	5	1	0	0	0	0	0	59
22:00	0	1	0	0	0	6	6	5	4	0	0	0	0	0	0	22
23:00	0	0	0	2	0	3	4	5	2	0	0	0	0	0	0	16
24 Hour Total	8	6	3	34	166	933	1547	735	157	19	13	3	7	10	33	3674

10/2/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total	SB
00:00	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	5	5
01:00	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	5	5
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	6
05:00	0	0	0	0	0	3	14	7	1	2	0	0	0	0	0	31	31
06:00	4	1	1	5	12	50	70	42	13	1	0	1	0	0	1	201	201
07:00	12	4	6	6	43	98	135	44	8	2	0	0	1	0	5	364	364
08:00	0	1	1	15	36	134	159	66	9	3	2	0	3	0	4	433	433
09:00	0	0	0	1	7	97	106	46	13	2	0	1	0	0	3	276	276
10:00	1	0	1	0	21	87	111	38	11	0	0	0	0	0	0	270	270
11:00	0	0	0	1	7	36	56	29	3	0	1	0	0	0	0	133	133
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 Hour Total	17	5	9	29	130	511	656	277	60	10	3	2	4	0	13	1727	1727
Lane Total	194	111	159	459	2228	9950	13466	5373	1055	151	81	72	79	85	407	33870	33870

All Lanes

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	5	1	0	4	30	105	84	22	2	1	3	1	1	0	2	261
10:00	2	3	1	9	33	173	206	57	10	1	0	0	1	0	7	503
11:00	1	11	21	9	62	185	198	65	14	3	2	0	0	0	6	577
12:00	0	0	2	7	57	192	239	69	10	1	1	1	0	4	6	589
13:00	1	3	4	10	54	194	231	53	11	1	3	1	0	1	5	572
14:00	33	11	14	49	96	246	263	64	10	3	1	3	5	1	12	811
15:00	3	6	20	38	148	297	234	83	15	1	0	1	1	5	9	861
16:00	1	1	1	7	115	332	333	77	13	2	1	1	2	4	17	907
17:00	0	0	0	5	79	318	330	120	19	3	3	3	2	1	16	899
18:00	2	2	0	15	86	321	248	71	20	0	0	4	0	1	10	780
19:00	0	0	0	9	93	230	207	37	9	1	2	0	2	0	6	596
20:00	0	2	4	16	62	147	110	33	7	0	1	1	1	0	1	385
21:00	2	0	0	7	23	50	58	23	6	0	0	0	0	0	0	169
22:00	0	0	0	2	6	25	20	8	3	0	0	1	0	0	0	65
23:00	0	0	0	1	2	6	15	7	0	0	0	0	0	0	0	31
24 Hour Total	50	40	67	188	946	2621	2776	789	149	17	17	17	15	17	97	8006

9/26/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	3	1	2	5	3	1	0	1	0	0	0	0	16
01:00	0	0	0	0	4	3	2	3	0	0	0	0	0	0	0	12
02:00	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	6
03:00	0	0	1	1	3	2	1	1	1	0	0	0	0	0	0	10
04:00	1	0	0	0	2	6	4	3	1	0	1	0	0	0	0	18
05:00	1	0	3	2	11	31	24	10	2	0	0	0	0	0	0	84
06:00	4	1	4	30	65	147	114	52	4	6	0	0	0	1	2	430
07:00	113	21	16	50	78	226	196	52	8	0	2	1	2	1	8	774
08:00	2	5	5	15	96	249	247	72	5	1	1	0	1	2	8	709
09:00	0	0	0	4	39	187	196	68	16	3	1	2	5	1	6	528
10:00	1	6	3	8	64	155	168	58	4	1	0	0	0	1	2	471
11:00	0	0	0	8	47	150	162	67	12	4	1	2	1	2	6	462
12:00	2	2	5	3	85	166	212	69	18	1	2	0	0	2	3	570
13:00	0	0	1	9	55	176	204	76	13	2	1	2	0	0	4	543
14:00	9	8	17	36	110	305	250	86	16	4	3	3	2	2	12	863
15:00	5	4	11	18	131	274	274	64	9	4	0	2	4	4	11	815
16:00	1	1	1	16	107	280	314	91	8	4	1	2	3	2	16	847
17:00	1	1	0	20	92	360	345	68	12	3	3	4	3	0	20	932
18:00	2	6	4	7	61	351	335	88	12	3	0	2	5	2	14	892
19:00	1	0	1	12	86	263	166	46	4	2	0	2	2	0	7	592
20:00	0	1	0	3	41	118	93	31	6	1	0	0	0	2	1	297
21:00	0	0	1	3	34	91	84	26	5	1	0	0	0	1	1	247
22:00	1	0	0	0	10	21	28	13	5	1	0	0	0	0	1	80
23:00	0	0	0	2	1	5	16	7	1	1	0	0	0	0	0	33
24 Hour Total	144	56	73	251	1224	3569	3441	1054	164	43	17	22	28	23	122	10231

All Lanes

9/27/2017 0:00

All Lanes

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	1	6	3	12	3	2	0	0	0	0	0	0	27
01:00	0	0	0	0	4	2	1	0	1	1	0	0	0	0	0	9
02:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	3	2	1	1	0	0	0	1	0	0	0	6
04:00	0	0	1	2	2	6	4	4	1	1	0	0	0	0	0	21
05:00	1	0	1	0	11	37	23	11	1	0	1	0	0	0	0	87
06:00	2	2	6	22	55	177	159	48	5	2	2	1	1	2	3	487
07:00	125	22	16	27	85	190	206	69	7	3	2	0	4	1	8	765
08:00	0	2	1	37	99	266	230	71	9	0	3	1	0	0	11	730
09:00	0	0	3	15	48	207	185	76	16	2	1	1	2	0	4	560
10:00	0	1	1	9	48	160	192	65	12	4	1	1	0	0	5	499
11:00	2	2	3	14	50	164	172	65	11	4	2	1	0	1	5	496
12:00	2	1	3	3	48	170	194	87	11	3	0	1	0	0	4	527
13:00	2	0	1	15	56	190	200	73	20	1	2	0	0	1	5	566
14:00	22	14	2	31	131	278	235	62	10	4	4	0	1	3	11	808
15:00	10	1	7	44	145	367	318	61	7	1	2	4	7	3	8	985
16:00	5	1	2	7	125	299	330	85	14	1	2	6	4	2	14	897
17:00	0	1	1	7	77	329	399	110	18	5	4	2	5	1	17	976
18:00	2	0	0	13	82	322	301	76	18	2	0	2	3	5	10	836
19:00	2	1	1	16	95	210	143	38	6	2	1	1	1	1	3	521
20:00	2	0	0	8	52	151	117	28	2	1	1	2	0	4	1	369
21:00	0	0	0	5	23	103	98	26	5	1	3	0	0	0	1	265
22:00	0	0	0	0	6	15	25	10	2	0	0	0	0	1	0	59
23:00	0	0	0	1	5	12	16	8	1	0	0	0	0	0	0	43
24 Hour Total	177	48	49	277	1256	3662	3562	1078	179	38	31	24	28	25	111	10545

9/28/2017 0:00

All Lanes

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	2	1	5	5	3	1	0	0	0	0	0	0	17
01:00	0	0	0	0	3	5	6	0	0	0	0	0	0	0	0	14
02:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	1	1	3	1	3	0	0	0	0	0	0	0	9
04:00	0	0	1	0	2	8	3	2	2	1	0	0	0	0	0	19
05:00	0	0	0	4	11	32	31	8	5	2	0	0	0	0	0	93
06:00	3	2	6	16	76	133	125	58	11	2	1	0	0	1	3	437
07:00	61	30	35	72	100	174	210	69	14	1	1	1	0	2	5	775
08:00	2	1	6	15	103	250	247	87	15	1	2	2	3	2	4	740
09:00	1	0	1	10	56	172	228	71	15	3	2	1	1	5	5	571
10:00	1	2	1	3	57	169	170	59	10	0	0	1	2	2	4	481
11:00	0	0	1	4	56	167	198	60	15	1	0	2	2	0	5	511
12:00	2	0	3	6	71	190	221	68	17	4	0	0	3	1	6	592
13:00	0	0	2	6	58	196	207	74	14	4	0	1	1	0	5	568
14:00	7	9	10	23	108	318	258	85	6	1	5	2	3	2	13	850
15:00	5	3	0	36	115	310	268	105	17	4	2	1	4	4	10	884
16:00	1	4	3	23	126	355	336	91	16	1	1	3	3	6	14	983
17:00	2	0	3	13	104	396	400	109	21	4	7	5	6	5	21	1096
18:00	3	2	1	15	104	383	325	81	12	1	2	2	3	2	16	952
19:00	0	0	3	6	77	263	175	46	3	0	3	2	2	1	2	583
20:00	0	0	0	4	66	189	153	59	7	0	2	1	1	1	2	485
21:00	0	0	2	5	40	160	138	34	11	1	1	0	2	1	1	396
22:00	0	0	0	1	11	47	52	34	8	7	1	1	1	0	0	162
23:00	0	0	0	1	5	16	14	7	0	1	0	0	0	0	0	44
24 Hour Total	88	53	78	266	1353	3941	3771	1214	220	39	30	25	36	35	116	11265

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	1	1	5	5	3	2	0	1	0	0	0	0	18
01:00	0	0	0	1	5	3	5	3	0	0	1	1	0	0	0	19
02:00	0	0	0	2	0	1	1	1	1	0	0	0	0	0	0	6
03:00	0	0	0	2	4	2	2	0	0	0	0	0	0	0	0	10
04:00	0	0	0	0	3	5	4	5	1	0	0	0	0	0	0	18
05:00	0	0	1	4	5	25	23	11	3	0	0	0	0	0	0	72
06:00	3	2	3	13	51	128	97	47	9	2	1	0	0	0	4	360
07:00	102	36	44	27	115	240	189	70	9	1	2	2	1	1	6	845
08:00	4	1	11	26	75	247	282	89	11	4	0	4	1	7	6	768
09:00	1	0	1	4	47	207	253	49	11	1	3	1	1	1	6	596
10:00	1	0	2	8	51	209	193	82	13	4	0	1	4	0	2	570
11:00	1	0	0	4	45	180	219	76	12	0	2	0	0	0	5	544
12:00	1	1	1	12	64	245	219	72	14	0	1	2	0	1	2	635
13:00	0	0	3	8	37	220	252	82	12	4	1	0	3	0	11	633
14:00	7	6	25	19	133	322	270	67	23	4	3	3	2	4	8	896
15:00	4	2	3	42	114	335	274	78	8	1	3	4	1	4	11	884
16:00	1	1	0	14	125	372	316	89	14	1	2	2	1	5	16	959
17:00	3	2	0	13	82	348	351	100	8	4	2	3	6	3	14	939
18:00	2	0	0	6	51	255	245	87	14	4	2	1	1	3	2	673
19:00	1	1	1	6	72	216	184	39	11	0	1	1	3	1	5	542
20:00	0	0	1	7	51	136	108	33	7	0	0	0	0	0	2	345
21:00	1	0	1	2	26	91	77	29	7	2	0	0	0	0	0	236
22:00	0	0	2	2	20	55	48	16	2	0	0	0	1	0	2	148
23:00	0	0	0	0	20	38	31	11	6	1	1	0	0	0	0	108
24 Hour Total	132	52	99	223	1197	3885	3648	1139	198	33	26	25	25	30	102	10814

All Lanes

9/30/2017 0:00

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	0	7	15	19	11	0	1	1	0	0	0	0	54
01:00	0	0	0	0	2	9	5	5	0	0	2	0	0	0	0	23
02:00	0	0	0	0	3	3	3	0	1	1	1	0	0	0	0	12
03:00	0	0	0	0	3	3	2	1	0	0	0	0	0	0	0	9
04:00	0	0	0	1	1	6	2	1	0	0	1	0	0	0	0	12
05:00	0	0	0	1	2	7	5	3	0	1	0	0	0	0	0	19
06:00	0	0	4	1	11	39	32	11	4	0	0	0	0	0	0	103
07:00	0	0	0	2	15	88	104	42	12	1	0	0	0	0	1	266
08:00	0	0	0	4	38	128	160	94	21	1	1	4	0	0	5	456
09:00	0	1	0	7	42	233	259	91	17	2	0	3	1	2	7	665
10:00	2	0	2	10	57	239	269	87	11	2	4	4	3	0	12	702
11:00	1	0	2	5	63	275	316	90	11	2	2	1	4	2	10	784
12:00	0	2	2	7	84	220	289	118	23	6	2	2	1	2	11	769
13:00	1	1	1	9	56	216	265	71	12	1	0	4	3	0	5	645
14:00	2	2	2	3	41	198	225	93	16	4	3	2	0	2	2	595
15:00	1	1	0	3	30	153	260	80	15	2	1	0	3	0	4	553
16:00	0	0	2	7	36	158	219	79	20	3	1	1	0	1	6	533
17:00	3	1	2	6	68	166	253	60	16	2	1	2	2	2	5	589
18:00	0	0	0	2	31	150	161	56	14	1	0	1	1	1	2	420
19:00	1	0	1	4	47	140	138	40	7	1	0	0	1	0	3	383
20:00	1	0	1	2	23	104	77	37	8	1	1	1	0	0	0	256
21:00	2	0	2	3	23	69	73	24	6	1	2	0	0	0	0	205
22:00	1	0	1	5	25	40	54	19	9	1	0	1	0	0	0	156
23:00	3	0	0	3	8	21	39	8	4	3	1	0	0	0	0	90
24 Hour Total	18	8	22	85	716	2680	3229	1121	227	37	24	26	20	12	74	8299

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	2	8	14	18	10	1	0	0	0	0	0	0	53
01:00	0	0	0	0	2	5	11	6	2	0	0	0	0	0	0	26
02:00	0	0	0	0	1	6	3	1	1	0	0	0	0	0	0	12
03:00	0	0	0	0	3	5	2	1	0	0	0	0	0	0	0	11
04:00	0	0	0	0	0	2	1	5	1	0	0	0	0	0	0	9
05:00	0	0	0	0	2	7	8	2	2	1	0	0	0	0	0	22
06:00	1	0	0	2	1	16	24	14	5	0	0	0	0	0	0	63
07:00	0	2	0	2	10	46	70	43	13	1	1	0	0	0	1	189
08:00	0	0	0	4	19	99	149	63	10	0	0	0	0	0	0	347
09:00	2	0	1	11	23	151	227	88	14	1	0	0	1	0	3	528
10:00	1	0	0	3	28	213	274	80	18	1	2	1	0	0	5	625
11:00	0	0	2	5	58	241	315	102	21	1	2	0	1	2	11	761
12:00	1	1	0	4	50	254	299	123	16	2	0	1	2	7	9	769
13:00	1	0	1	8	64	246	227	82	14	3	3	1	0	4	2	656
14:00	4	1	1	6	64	224	230	64	13	3	3	1	4	4	4	626
15:00	0	0	1	13	52	168	216	81	13	5	1	2	0	2	6	560
16:00	0	0	0	10	33	182	246	78	11	0	3	1	2	1	6	573
17:00	0	1	4	10	36	157	211	74	22	3	2	1	3	0	8	532
18:00	1	1	1	7	36	144	165	80	9	3	0	1	2	0	1	451
19:00	1	0	0	4	30	105	108	26	12	1	1	0	0	0	2	290
20:00	0	0	1	3	23	55	73	32	8	3	1	0	0	0	0	199
21:00	0	0	0	1	17	35	39	21	9	3	0	0	0	0	1	126
22:00	0	1	0	0	3	18	17	9	4	0	0	0	0	0	0	52
23:00	0	0	0	5	4	8	8	6	2	0	0	0	0	0	0	33
24 Hour Total	12	7	12	100	567	2401	2941	1091	221	31	19	9	15	24	63	7513

Interval	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph	80 mph	> 80 mph	Total
00:00	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	9
01:00	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	8
02:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
03:00	0	0	1	0	2	1	2	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	0	1	7	5	1	0	0	0	0	0	0	14
05:00	0	0	0	2	10	16	27	10	3	2	0	0	0	0	0	70
06:00	5	1	1	15	50	144	133	51	14	1	0	1	2	0	1	419
07:00	83	15	19	28	106	193	218	60	9	3	0	2	4	0	10	750
08:00	1	5	3	28	97	271	227	85	12	4	2	0	3	1	6	745
09:00	3	0	0	2	62	221	201	70	16	2	0	2	1	1	5	586
10:00	1	1	1	5	49	197	184	52	14	0	0	0	0	2	5	511
11:00	0	0	0	10	26	105	118	44	3	0	1	0	0	0	1	308
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 Hour Total	93	25	425	91	405	1157	1121	381	73	12	3	5	10	4	28	3430
Grand Total	714	286	425	1481	7654	24116	24489	7867	1431	250	167	153	177	170	713	70103
10 mile pace (entire report duration)					36 - 45						48462					69.13%
85th Speed Percentiles (entire report duration)								Vehicles within pace range:						Percentage of total volume:		

NE SB 44 46

Array Type: Tube - Tube,
Deadline (in ms): 40,
Maximum vehicle length: 110.0 ft,
Maximum inter-axle spacing: 45.0 ft,
Classification Scheme: FHWA-USA,
Sensor Spacing: 6.0 ft,

ACCIDENT HISTORY

ROUTE	FROM MILE	TO MILE	TOWN NO.	LANDMARK	S	R	I	A	VEHICLES	MILLION VEHICLE MILES	(RAV)	(RA)	(RC)	RA/RC	LISTED ON SLOSS
					I G	T U	T Y	C S			AVG. ACC.	ACT. ACC.	IMPROB ACC.		
734	.18	.18	144	AT LITTLE PLAIN RD	0	2	2	2	1	12191000	.121910	.24	.08	.560	.15
734	.19	.24	144	BET LITTLE PLAIN RD & WARD PL	0	2	2	0	0	12190999	.731460	.18	.00	.451	.00
734	.25	.25	144	AT WARD PL	0	2	2	2	0	12191000	.121910	.24	.00	.560	.00
734	.26	.38	144	BET WARD PL & VISTA PL	0	2	2	0	0	12190999	1.584830	2.36	.00	5.195	.00
734	.39	.39	144	AT VISTA PL	0	2	2	2	0	12191000	.121910	.24	.00	.560	.00
734	.40	.42	144	BET VISTA PL & SR 739	0	2	2	0	0	12190999	.365730	.18	.00	.451	.00
734	.43	.43	144	AT SR 739 (PARK ST)	0	2	2	1	1	14034250	.121910	.75	.07	1.307	.05
734	.44	.55	144	BET SR 739 & RT 25 NB RAMP	0	2	2	0	0	15877499	1.905300	2.36	.00	4.972	.00
734	.56	.58	144	@ RT 25 NB RAMP & DANIELS FAR	0	2	2	1	1	7938750	.476325	.75	.13	1.476	.09
735	.00	.00	43	AT RT 1 (SALTONSTALL PKWY)	1	2	2	1	6	6989750	.139795	.75	.86	1.519	.56
735	.01	.02	43	BET RT 1 & KIMBERLY AVE	0	2	2	0	0	13979499	.279590	.18	.00	.436	.00
735	.03	.03	43	AT FORBES PL & KIMBERLY AVE	0	2	2	2	36	11150750	.139795	.24	3.23	.573	5.63 YES
735	.04	.20	43	BET FORBES PL & RT 100	0	2	2	0	6	8321999	1.414740	2.36	4.24	5.341	.79
735	.21	.21	43	AT RT 100 (HIGH ST NORTH)	1	2	2	1	8	4161000	.083220	.75	1.92	1.720	1.12
736	.00	.00	83	AT RT 162 (NEW HAVEN AVE)	1	2	2	1	1	3139000	.062780	.75	.32	1.846	.17
736	.01	.05	83	BET RT 162 & KNOLLWOOD RD	0	2	2	0	1	6277999	.313900	.18	.16	.535	.30
736	.06	.06	83	AT KNOLLWOOD RD	0	2	2	2	2	6278000	.062780	.24	.32	.664	.48
736	.07	.10	83	BET KNOLLWOOD RD & BUCKINGHAM	0	2	2	0	0	6277999	.251120	.18	.00	.535	.00
736	.11	.11	83	AT BUCKINGHAM PL	0	2	2	2	0	6278000	.062780	.24	.00	.664	.00
736	.12	.21	83	BET BUCKINGHAM & ETTADORE PARK	0	2	2	0	1	6277999	.627800	.18	.16	.535	.30
736	.22	.22	83	AT ETTADORE PARK	0	2	2	2	0	6278000	.062780	.24	.00	.664	.00
736	.23	.31	83	BET ETTADORE PARK & ETTADORE P	0	2	2	0	0	6277999	.565020	.18	.00	.535	.00
736	.32	.32	83	AT ETTADORE PARK	0	2	2	2	1	6278000	.062780	.24	.16	.664	.24
736	.33	.69	83	BET ETTADORE PARK & OLD FIELD	0	2	2	0	4	5277999	2.322860	2.36	1.72	4.748	.36
736	.70	.70	83	AT OLD FIELD LA & SHADYSIDE LA	1	2	2	2	2	8212500	.062780	.63	.24	1.277	.19
736	.71	.78	83	BET SHADYSIDE LA & CALF PEN LA	0	2	2	0	1	4671999	.373760	.18	.21	.577	.37
736	.79	.79	83	AT CALF PEN LA	0	2	2	2	0	4672000	.046720	.24	.00	.717	.00
736	.80	.92	83	BET CALF PEN LA & TIPPY RD	0	2	2	0	0	4671999	.607360	2.36	.00	6.624	.00
736	.93	.93	83	AT TIPPY RD	0	2	2	2	0	4672000	.046720	.24	.00	.717	.00
736	.94	.94	83	BET TIPPY RD & BRYAN HILL RD	0	2	2	0	0	4671999	.046720	.18	.00	.577	.00
736	.95	.95	83	AT BRYAN HILL RD	0	2	2	2	0	4672000	.046720	.24	.00	.717	.00
736	.96	1.03	83	BET BRYAN HILL RD & WELCHS PT	0	2	2	0	0	4671999	.373760	.18	.00	.577	.00
736	1.04	1.04	83	AT WELCHS POINT RD	0	2	2	2	4	3814250	.046720	.24	1.05	.755	1.39
736	1.05	1.23	83	BET WELCHS POINT RD & LIBERTY	0	2	2	0	3	2956499	.561735	2.36	5.34	6.759	.79
736	1.24	1.24	83	AT LIBERTY ST	0	2	2	2	0	2956500	.029565	.24	.00	.805	.00
736	1.25	1.27	83	BET LIBERTY ST & CHESTER ST	0	2	2	0	0	2956499	.088695	.18	.00	.645	.00
736	1.28	1.28	83	AT CHESTER ST	0	2	2	2	0	2956500	.029565	.24	.00	.805	.00
736	1.29	1.32	83	BET CHESTER ST & CLOVER ST	0	2	2	0	0	2956499	.118260	.18	.00	.645	.00
736	1.33	1.33	83	AT CLOVER ST	0	2	2	2	0	2956500	.029565	.24	.00	.805	.00
736	1.34	1.36	83	BET CLOVER ST & OLIVE ST	0	2	2	0	0	2956499	.088695	.18	.00	.645	.00
736	1.37	1.37	83	AT OLIVE ST	0	2	2	2	0	2956500	.029565	.24	.00	.805	.00
736	1.38	1.41	83	BET OLIVE ST & VINE ST	0	2	2	0	0	2956499	.118260	.18	.00	.645	.00
736	1.42	1.42	83	AT VINE ST	0	2	2	2	1	2956500	.029565	.24	.34	.805	.42
736	1.43	1.45	83	BET VINE ST & SPRINGDALE ST	0	2	2	0	0	2956499	.088695	.18	.00	.645	.00
736	1.46	1.46	83	AT SPRINGDALE ST	0	2	2	2	0	2956500	.029565	.24	.00	.805	.00
736	1.47	1.48	83	BET SPRINGDALE ST & MELBA ST	0	2	2	0	0	2956499	.059130	.18	.00	.645	.00
736	1.49	1.49	83	AT MELBA ST	0	2	2	2	5	4142750	.029565	.24	1.21	.739	1.63
736	1.50	1.52	83	BET MELBA ST & PELHAM ST	0	2	2	0	0	5328999	.159870	.18	.00	.558	.00

Collision Analysis Safety Tables

Crash Severity	Geography of Crashes 1	Geography of Crashes 2	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2
----------------	------------------------	------------------------	--------------------------	------------------	--------------------	--------------------

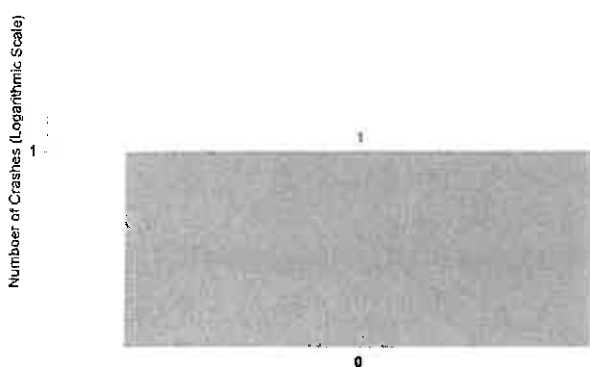
Queries Selected: Town(Trumbull), Date(Year:All or 1/1/2015 to 12/31/2016), Severity(All), Route Class(State), Road Number(), Mile Markers 0.26 to 0.38

Injury Status of Crashes



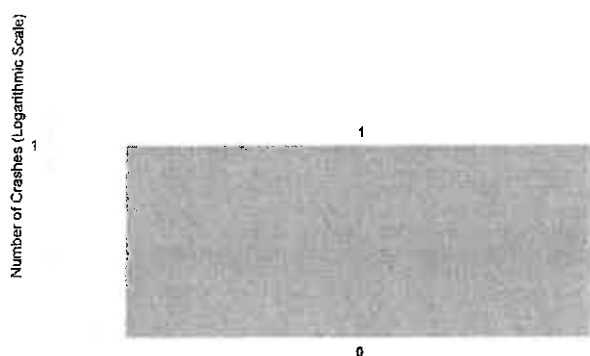
Crash Severity	Crashes	% of All Crashes
No Apparent Injuries (0)	1.000	100.00%
Grand Total	1.000	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	1.000	100.00%
Grand Total	1.000	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	1.000	100.00%
Grand Total	1.000	100.00%

These data are exempt from discovery or admission under 23 U.S.C. 409. Data Extracted 9/5/2017

Collision Analysis Safety Tables

Crash Severity	Geography of Crashes 1	Geography of Crashes 2	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2
----------------	------------------------	------------------------	--------------------------	------------------	--------------------	--------------------

Queries Selected: Town(Trumbull), Date(Year:All or 1/1/2015 to 12/31/2016), Severity(All), Route Class(State), Road Number(), Mile Markers 0.26 to 0.38

Month and Date of Crashes

Month of Crash Date	2015		Month of Crash Date		
	Crashes	% of All Crashes			
Mar	1.000	100.0%	Mar		
Total	1.000	100.0%			

Time and Day of the Week

Weekday of Crash Date			Hour of Crash Time	Crashes	% of All Crashes
Monday		10 AM		1.000	100.00%
			10 AM		
	Monday			Grand Total	1.000 100.00%
Crashes	1.000			1.000	
% of Total Crashes	100.00%			100.00%	

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 9/5/2017

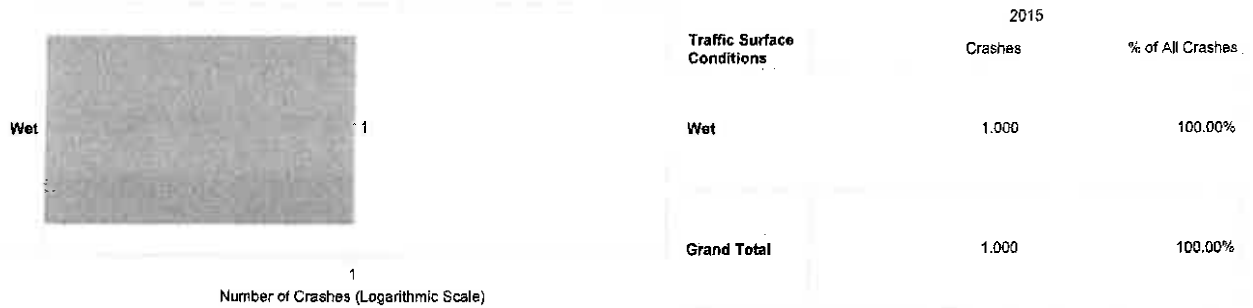
Grand Total

Collision Analysis Safety Tables

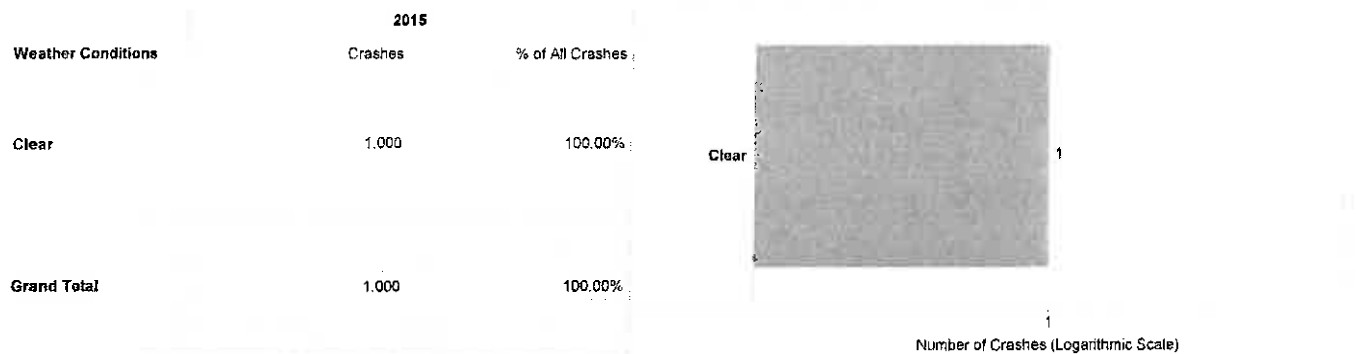
Geography of Crashes 1	Geography of Crashes 2	Time and Date of Crashes	Crash Conditions	Roadway Features 1	Roadway Features 2	Contributing Factors
------------------------	------------------------	--------------------------	------------------	--------------------	--------------------	----------------------

Queries Selected: Town(Trumbull), Date(Year:All or 1/1/2015 to 12/31/2016), Severity(All), Route Class(State), Road Number(). Mile Markers 0.26 to 0.38

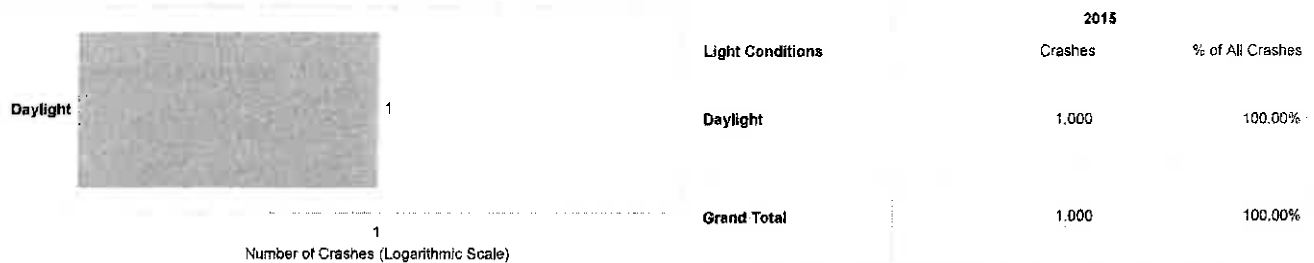
Traffic Surface Conditions



Weather Conditions



Light Conditions



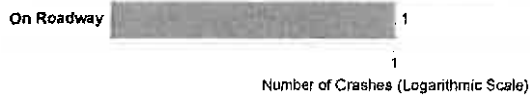
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 9/5/2017

Collision Analysis Safety Tables

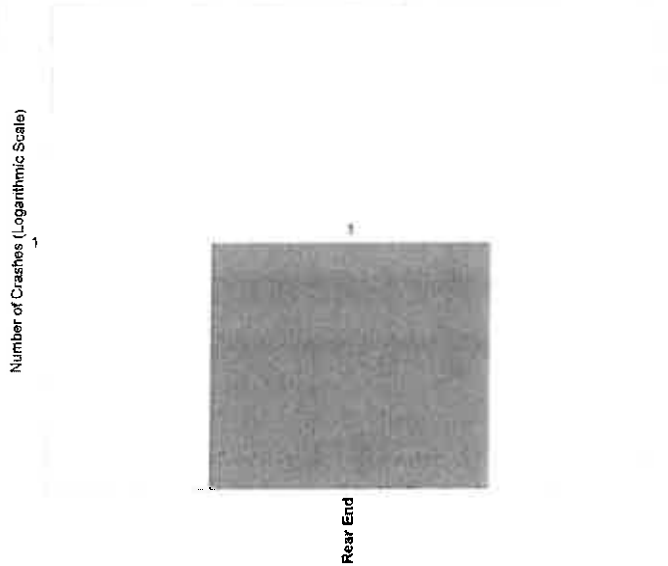
Roadway Features 2	Contributing Factors	Contributing Factors-Vehicle	Crash Manner and Location	First Harmful Event 1	First Harmful Event 2	Vehicle Crash Events
--------------------	----------------------	------------------------------	---------------------------	-----------------------	-----------------------	----------------------

Queries Selected: Town(Trumbull), Date(Year:All or 1/1/2015 to 12/31/2016), Severity(All), Route Class(State), Road Number(), Mile Markers 0.26 to 0.38

Location of 1st Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	1.000	100.00%
Grand Total	1.000	100.00%

Manner Of Crash	Crashes	% of All Crashes
Rear End	1.000	100.00%
Grand Total	1.000	100.00%

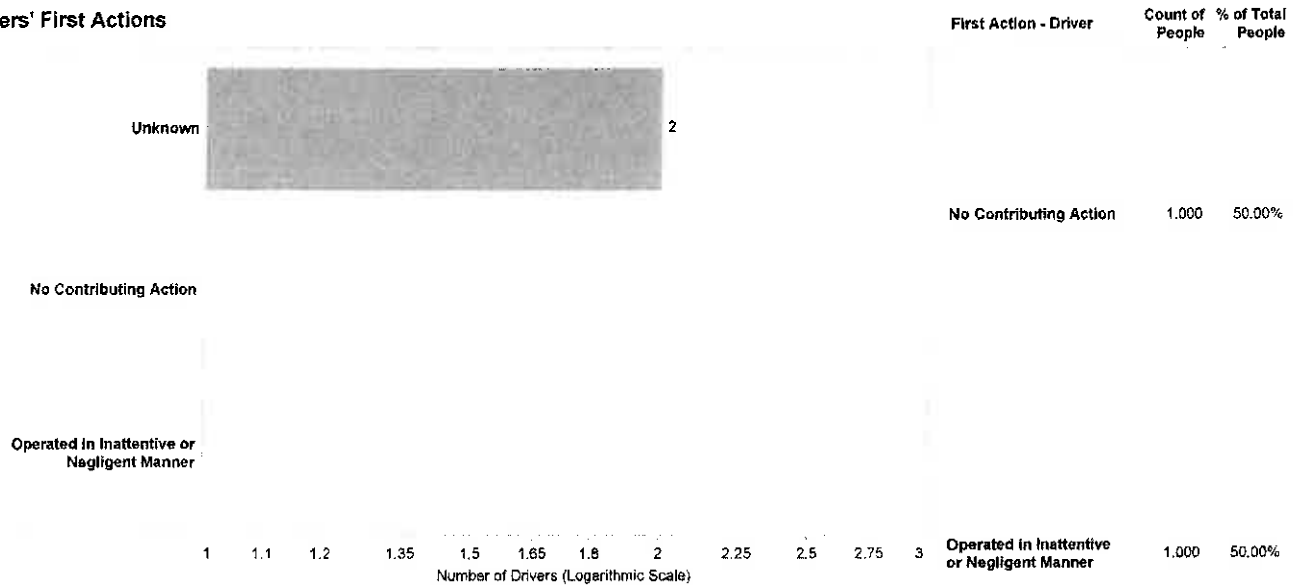
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 9/5/2017

Collision Analysis Safety Tables

Seatbelt Use	Airbag Deployment	Ejection Status and Injuries	Driver Actions	Driver Distraction	Pedestrians	Motorcyclist Crashes
--------------	-------------------	------------------------------	----------------	--------------------	-------------	----------------------

Queries Selected: Town(Trumbull), Date(Year:All or 1/1/2015 to 12/31/2016), Severity(All), Route Class(State), Road Number(), Mile Markers 0.26 to 0.38

Drivers' First Actions



Speed Related



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 9/5/2017

CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Sixth Edition of the Highway Capacity Manual 2016 and are described below.

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic – Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway – The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic On major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street

approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

g:\746.001 147 daniels farm road\word\cap.docx

CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Build Conditions

Intersection

Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	12	12	4	441	432	4
Future Vol, veh/h	12	12	4	441	432	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	13	4	479	470	4

Major/Minor

	Minor2	Major1	Major2		
Conflicting Flow All	959	472	474	0	0
Stage 1	472	-	-	-	-
Stage 2	487	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	285	592	1088	-	-
Stage 1	628	-	-	-	-
Stage 2	618	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	284	592	1088	-	-
Mov Cap-2 Maneuver	284	-	-	-	-
Stage 1	625	-	-	-	-
Stage 2	618	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1088	-	384	-	-
HCM Lane V/C Ratio	0.004	-	0.068	-	-
HCM Control Delay (s)	8.3	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	6	8	13	639	547	11
Future Vol, veh/h	6	8	13	639	547	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	9	14	695	595	12

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1324	601	607	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	172	500	971	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	500	971	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	971	-	271	-	-
HCM Lane V/C Ratio	0.015	-	0.056	-	-
HCM Control Delay (s)	8.8	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-